

Master Minimum Equipment List

Revision: 55 Date: 04/22/2011

BOEING B-737 100/200/300/400/500/600/700/800/900

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MASTER MINIMUM EQUIPMENT LIST B-737

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Highlights of Change

EFFECTIVE ABOVE DATE, the Boeing 737 Master Minimum Equipment List has been revised. Please replace affected sections for a complete up-to-date MMEL. SEE NOTE BELOW FOR IMPORTANT INFORMATION ABOUT THIS REVISION. Retain this sheet with your MMEL until the next revision is issued.

NOTE 1: Pages ARE NOT itemized in a CONTROL PAGE for individual revisions. Rather, the ATA section will contain the applicable number of pages and revision number. Any changes to any item within an ATA section will result in the entire section receiving a revision number. To find any revised item within the section see the list below.

NOTE 2: Revision 55 contains numerous corrections to format and syntax. These are not marked with change bars or covered in the Highlights of Change section. Any amendment or addition that changes relief to a system or component is marked with a change bar and is briefed in this section.

21

System/Sequence Number AIR CONDITIONING	Remarks
1. Air Conditioning Packs	
2) Combi and All Cargo Configurations (737C, QC, and STC's ST01566LA, and ST01961SE)	Delete STC ST01827LA and ST00283AT.
5) All Cargo Configuration (STC ST01827LA and ST00283AT)	Added provision to reflect correct operation of the left pack with this modification allowing operation with the right or left pack inoperative due to the position of the shutoff valve location downstream of the mix manifold allowing either pack to supply air to the flight deck.
4. Pack Turbofan (-100/-200/-300/-400/ -500)	
2) Combi and All Cargo Configurations (737C, QC, STC's SA2969SO, ST01566LA, and ST01961SE)	Delete STC ST01827LA and ST00283AT.
3) All Cargo Configuration (STCs ST01827LA and ST00283AT)	Added provision to reflect correct operation of the left pack and its associated pack turbofan with this modification allowing operation with the right or left pack inoperative due to the position of the shutoff valve location downstream of the mix manifold allowing either pack to supply air to the flight deck.

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21.

23.

System/Sequence Number AIR CONDITIONING (Cont'd)	Remarks
6. Pack Turbofan Valves (-100/-200/-300/-400/ -500)	
2) Combi and All Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, and ST01961SE)	Delete STC ST01827LA and ST00283AT.
3) All Cargo Configuration (STCs ST01827LA and ST00283AT)	Added provision to reflect correct operation of the left pack and its associated pack turbofan valve with this modification allowing operation with the right or left pack inoperative due to the position of the shutoff valve location downstream of the mix manifold allowing either pack to supply air to the flight deck.
51. Pack Supply air Cleaner System (-600/ -700).	New optional item added. The pack supply air cleaner removes unwanted materials from the pneumatic air supplied to the air conditioning packs which will then help prevent damage to the air cycle machine
52. Integrated Display Unit (IDU) Cooling System Normal and Alternate Fans (-300)(Boeing Service Bulletin 737-31- 1435)	New optional item added for Boeing Service Bulletin 737-31-1435 Large Area Display system on 737-300 airplanes.
53. Integrated Display Unit (IDU) Cooling System IDU COOLING OFF Light (-300) (Boeing Service Bulletin 737-31- 1435)	New optional item added for Boeing Service Bulletin 737-31-1435 Large Area display system on 737-300 airplanes.
COMMUNICATION	
9. ACARS System	Added note to reflect any portion that is operable may be used in two (2) places to remain consistent with other sub-items in this sequence.
 Cockpit Voice Recorder System (CVR) 	
2) Aircraft with Recorder Independent Power Supply (RIPS)(-600/ -700/-800/-900)	Added "-600/-700/-800/-900" to MMEL sub-item title.

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	System/Sequence
	Number
25.	EQUIPMENT AND
	FURNISHINGS

Remarks

5. Cargo Compartment

Changed relief period from "C" to "A" per Policy Letter 100. Wording for

Restraint Components

acceptable sample documents.

24. Overhead Storage Bin(s)/Cabin and Galley Storage

Changed two (2) Notes to be consistent with Policy Letter 104. Expanded provision for retractable doors.

Repaginated entire chapter to correct errors from Rev 54a.

FIRE PROTECTION 26.

14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/-700C/ -700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE)

Replaced "2" that was dropped in Rev 54a.

27. FLIGHT CONTROLS

4. Leading Edge Flap/ Slat Position Light Systems

Separated Forward and Aft Overhead panels for clarification.

1) Leading Edge Slat Indications (-100/-200) Added "M".

28. Fuel

2. Fuel Boost Pumps (Center Tank)

> 1) Universal Fault Interrupter (UFI) (STC ST01844LA, -300, ST02076LA, -600/-700/-800/-900)

Added relief for STC ST02076LA

31. INDICATING / **RECORDING SYSTEMS**

2. Flight Data Recorder System (FDR)

1) FDR Recording Parameters required by 14 CFR

Updated to be consistent with Policy Letter 87 rev 10.

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32.	System/Sequence Number LANDING GEAR	Remarks
	22. Two-position Tail Skid	
	1) (-800 with Short Field Performance (SPF Option)	Removed "***" as title of item designates what model has this option. This makes the SPF references consistent.
33.	LIGHTS	
	Passenger Lighted Information Signs and Notice System	Updated item to comply with FAA Policy Letter 123 revision 1. Revised item title and placed relief for lighted signs in a separate subitem to clarify that this item is not only for lighted signs but other functions of the passenger notice system (i.e. aural alert and flight deck automatic function).
	6. Anti-Collision Beacons (Without Blended Winglet, -800/-900/- 900ER Blended Winglet, and -700 Blended Winglet With Dual Glass Lens) (Except STC's ST01821LA and ST01873LA)	
	d) (-700 with single Plastic Lens and STC ST02015LA and 3 rd anti-collision beacon)	Added relief for the -700 with STC ST02015LA and 3 rd anti-collision beacon.
	8. Landing Lights	
	Retractable Light Extend/Retract Motors	Added "O" procedure to account for drag penalty when light extend motor is inoperative and light is in the extended position.
	11. Wing Tip Position Lights	Removed relief due to strobe light not visible through all quadrants.
	15. Interior Emergency Exit Lighting System	
	4) Flight Deck Exit Light	Added three asterisks symbol (***) as item is optional for the -100/-200 models and was previously listed as "if installed" prior to rev 24.

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		B-737
34.	System/Sequence Number NAVIGATION	Remarks
		Repaginated entire chapter and reinserted provisos from sequence item 26 to 42 inadvertently deleted from Rev. 54a
	40. Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT)	Removed "O" as the system is inoperative and the provisos cover the required procedures and there are no other crew actions necessary.
	54. Integrated Standby Systems	Changed title to more generic to account for different instruments.
	Integrated Standby Flight Display (ISFD)	Item title change to be specific for the ISFD.
	 Integrated Standby Instrument System (ISIS) (Boeing SB 737- 31-1435) 	Added new relief for the Integrated Standby Instrument System (ISIS).
	57. Enhanced Vision System (EVS)	Added new relief for Enhanced Vision System (EVS) STC ST00039MC.
47.	Inert Gas System	
	Nitrogen Generation System (NGS) (All Models)	
	2) All Models (upon incorporation of Boeing Service Bulletin 737-47-1002, 737-47-1004, 737-47-1005, 737-47-1006 737-47-1007, 737-47-1008, or production equivalent)	Added coverage for Boeing Service Bulletins 747-47-1007 and -1008 which provide NGS installation instructions for the 737-300/-400/-500.
78.	ENGINE EXHAUST	
	4. Thrust Reverser Armed Lights	Added -100 /-200 references that were inadvertently dropped after Rev.47.
80.	STARTING	

2. Engine Starter Auto Cutout

3)(-600/-700/-800/-900)

Added reference for airplanes with the engine start switch AUTO position (optional automatic ignition installed). Automatic ignition is available as an option on 737-600/-700/-800/-900. With automatic ignition installed, the engine start switch will have an AUTO position, rather than an OFF position.

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Definitions

Insert current Policy Letter 25 DEFINITIONS here.

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MASTER MINIMUM EQUIPMENT LIST B-737

Preamble

Insert current Policy Letter 34 or 36, as applicable, PREAMBLE here.

MENT OF TRANSF	PORT	OITAT	N	
ATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
			REV	ISION NO: 55 PAGE:
			DAT	E: 04/22/2011 21-1
ITEM	1.	2.	NUMB	ER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
<u>DITIONING</u>				4. REMARKS OR EXCEPTIONS
Conditioning ks				
III Passenger Configuration (All Models)				
(-100/-200/ -300/-400/ -500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks)	С	2	1	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250.
(-700IGW/-800 with PATS Auxiliary Fuel Tanks)	С	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Flight altitude remains at or below FL 250, and b) Auxiliary fuel bleed air pressurization system (if installed) is verified to be operational before each departure.
(-900)	С	2	1	 (M)(O) Except for ER operations, one may be inoperative provided: c) Flight altitude remains at or below FL 250, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
(-100/-200)	С	2	0	(M)(O) Except for ER operations, both may be inoperative provided flight is conducted in an unpressurized configuration. (Continued)
	ITEM DITIONING Conditioning (S All Passenger Configuration (All Models) (-100/-200/ -300/-400/ -500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks) (-700IGW/-800 with PATS Auxiliary Fuel Tanks) (-900)	1. ITEM DITIONING Conditioning (S All Passenger Configuration (All Models) (-100/-200/ C -300/-400/ -500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks) (-700IGW/-800 C with PATS Auxiliary Fuel Tanks) (-700IGW/-800 C -700IGW/-800 C -700	ATION ADMINISTRATION ITEM 1. ILEM 2. DITIONING Conditioning (S. III Passenger Configuration (All Models) (-100/-200/ C 2 -300/-400/ -500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks) (-700IGW/-800 C with PATS Auxiliary Fuel Tanks) (-900) C 2	ITEM 1. 2. NUMB 3. OITIONING Conditioning (S) III Passenger Configuration (All Models) (-100/-200/

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AIRCRAFT:				/ISION NO: 55	PAGE:			
B-737		1	DAT	E: 04/22/2011	21-2			
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	BER INSTALLED				
			3.	NUMBER REQUIRED FOR DISPATCH				
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS				
1. Air Conditioning Packs (Cont'd)								
 All Passenger Configuration (All Models) (Cont'd) 								
e) (-300/-400/ -500)	С	2	0	 (M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressure configuration, and b) Procedures are established and usensure lower cargo compartments empty or are verified to contain onlearing cargo handling equipment, ballast may be loaded in ULDs), and/or Fly Kits. 	rized ed to remain y empty (ballast			
				NOTE: Operator MELs must define which ite approved for inclusion in Fly Away K which materials can be used as balla	its and			
f) (-600/-700/ -800)	C	2	0	 (M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressur configuration, b) Recirculation fan(s) operates normed c) Both E / E equipment cooling exhat operate normally, d) Procedures are established and usensure lower cargo compartments empty or are verified to contain onleargo handling equipment, ballast may be loaded in ULDs), and/or Fly Kits, and e) Auxiliary tanks, if installed, remain auxiliary fuel is included as part of weight. NOTE: Operator MELs must define which iterapproved for inclusion in Fly Away K which materials can be used as ballated. 	rized ally, ust fans ed to remain y empty (ballast y Away empty or zero fuel			
				(Continued)				

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AIRCRAFT: B-737			DAT	/ISION NO : 55 PAG ΓΕ: 04/22/2011 21-:	
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.		BER INSTALLED	
HOMBEK			3.	NUMBER REQUIRED FOR DISPATCH	
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS	
Air Conditioning Packs (Cont'd)					
All Passenger Configuration (All Models) (Cont'd)					
g) (-900)	С	2	0	 (M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fans operate normally, c) Both E / E equipment cooling exhaust fans operate normally, d) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) Forward cargo heat duct is secured closed, and f) Airport ambient temperature does not exceed 103° F (39° C). 	
				NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
2) Combi and All Cargo Configurations (737C, QC, and STC's ST01566LA, and ST01961SE)	С	2	0	 (M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. 	
				NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
a) Right Pack	С	1	0	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250.	
				(Continued)	

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FEDERAL AVIATION ADMINISTRATION				·			
AIRCRAFT:							
B-737 SYSTEM &	1.		DAT	E: 04/22/2011 21-4			
SEQUENCE ITEM	١.	2.	NUMB	ER INSTALLED			
NUMBER			3.	NUMBER REQUIRED FOR DISPATCH			
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS			
Air Conditioning Packs (Cont'd)							
2) Combi and All Cargo Configurations (737C, QC, and STC's ST01566LA, and ST01961SE) (Cont'd)							
b) Left Pack	С	1	0	(O) Except for ER operations, may be inoperative provided: a) Flight Altitude remains at or below FL250, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are			
				approved for inclusion in Fly Away Kits and which materials can be used as ballast.			
3) All Cargo Configuration (-700C)	С	2	1	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250.			
4) Pemco COMBI (STC ST03387AT), and All Cargo Configurations	С	2	1	Except for ER operations, one may be inoperative provided only flight deck is occupied.			
	С	2	1	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250 (Continued)			

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AIRCRAFT:							PAGE : 21-5
B-737 SYSTEM &	1.		DAI	· · · · · · · · · · · · · · · · · · ·	04/22/2011		21-0
SEQUENCE	ITEM '.	2.	NUMB	BER INSTALLED)		
NUMBER			3.	NUMBER REQ	UIRED FOR DISPATO	СН	
21 - AIR CONDITIONING	<u>i</u>			4. REMA	RKS OR EXCEPTION	IS	
Air Conditioning Packs (Cont'd))						
4) Pemco COM (STC ST03387AT All Cargo Configuratio (Cont'd)), and						
	С	2	0	provided: a) Fligh confi b) Proc ensu rema empi (balla Away NOTE: Operar appro	for ER operations, many of the conducted in an understand and edures are established are main deck cargo common as the cargo handling equipast may be loaded in by Kits. It or MELs must define the conduction of the conduction in Flymaterials can be used.	npressuriz d and used ompartmer d to contai ipment, bai JLDs), and which item / Away Kits	ed d to nt n only llast d/or Fly ns are s and
5) All Cargo Configuratio (STC ST018 and ST0028	327LA	2	1		ER operations, one maltitude remains at or		
	С	2	0	provided: a) Fligical contents from the content	for ER operations, many figuration, and cedures are established ure the main deck car ain empty or are verificity cargo handling equilast may be loaded in any Kits. Itor MELs must define roved for inclusion in the which materials can be	unpressurized and use go comparied to contairing the ULDs), an which item the Fly Award	zed ed to etments ain only allast d/or Fly ins are ay Kits

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AIRCRA B-737	AFI:				DAT	
SYSTE	M &		1.			l
SEQUE NUMBE	NCE	ITEM	••	2.	NUMB	BER INSTALLED
					3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIF</u>	R CONDITIC	<u>NING</u>				4. REMARKS OR EXCEPTIONS
2.		Flow/Shut- s (includes 969SO)	С	2	0	(M)(O) May be inoperative deactivated closed.
	(-300/-	Flow Mode -400/-500/ 700/-800/	С	2	0	
	2) APU H Mode	ligh Flow	С	2	0	
3.	Pack Trip Systems	Warning	С	2	0	(M)(O) May be inoperative provided associated pack is not used.
4.	-500)	0/-300/-400/	С	2	0	(O) May be inoperative provided associated pack(s) is
All Passenger C Configuration (All Models)		•	_		operated only in flight with flaps retracted.	
	Cargo Confi (7370 STC's SA29 ST01	gurations C, QC,				
		ight Pack urbofan	С	1	0	(O) May be inoperative provided right pack is operated only in flight with flaps retracted.
		eft Pack Turbofan	С	1	0	 (O) May be inoperative provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are
						approved for inclusion in Fly Away Kits and which materials can be used as ballast.

U.S. DEPAR	RTMENT OF TRANSF	PORT	ΓΑΤΙΟΙ	١	
FEDERAL A	AVIATION ADMINISTI	RATI	ON	-	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT	:				/ISION NO: 55 PAGE:
B-737		_		DAT	E: 04/22/2011 21-7
SYSTEM & SEQUENCI NUMBER		1.	2.	NUMB	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CC	<u>ONDITIONING</u>				4. REMARKS OR EXCEPTIONS
(-	ack Turbofan 100/-200/-300/-400/ 500) (Cont'd)				
3) All Cargo Configuration (STCs ST01827LA and ST00283AT)	С	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.
	ack Ram Air ystems	С	2	0	 (M)(O) May be inoperative in FLIGHT OPEN position provided: a) Operations are not conducted on runways covered with slush, or on gravel runways, and b) Associated pack is not operated during takeoff or landing on wet runways or runways with standing water.
*** 1) Exhaust Louver Assemblies (-100/-200/-300/ -400/-500)	С	2	0	(M)(O) May be inoperative provided:a) Actuator(s) is disconnected, andb) Louver(s) is secured in full open position.
V	ack Turbofan alves (-100/-200/ 300/-400/-500)				
1)	All Passenger Configuration (All Models)	С	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.
2)	Combi and All Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, and ST01961SE)				
	a) Right Pack Turbofan Valve	С	1	0	(M)(O) May be inoperative closed provided right pack is operated only in flight with flaps retracted. (Continued)

U.S. DEF	PARTMENT OF TRANS	3PORT	OITAT	٧				
FEDERA	L AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMEN	T LIST		
AIRCRA	FT:			REV	REVISION NO: 55 PA			
B-737				DAT	E: 04/22/2011	21-8		
SYSTEM & 1. SEQUENCE ITEM NUMBER			2.	NUMBER INSTALLED				
ITOMBL	`			3.	3. NUMBER REQUIRED FOR DISPATCH			
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS			
6.	Pack Turbofan Valves (-100/-200/ -300/-400/-500) (Cont'd)							
	b) Left Pack Turbofan Valve	С	1	0	 (M)(O) May be inoperative closed provided: a) Left pack is operated only in flight with retracted, and b) Procedures are established and used ensure main deck cargo compartment remains empty or is verified to contain empty cargo handling equipment, balla (ballast may be loaded in ULDs), and/Away Kits. NOTE: Operator MELs must define which items 	to t n only ast or Fly		
					approved for inclusion in Fly Away Kits which materials can be used as ballast.			
	3) All Cargo Configuration (STCs ST01827LA and ST00283AT)	С	2	0	(M)(O) May be inoperative closed provided asso pack(s) is operated only in flight with flaps retract			
7.	RAM DOOR FULL OPEN Indicating Lights	С	2	0				
8.	Air Mix Valves (-100/ -200/-300/-500/-600/ -700)	С	2	0	(M)(O) May be inoperative provided associated not used.	pack is		
9.	Air Mix Valve Position Indicators (-100/-200/-300/-500/ -600/-700)	С	2	0				

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VIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT I	LIST		
			REV	'ISION NO: 55 F	PAGE:		
B-737			DAT	DATE: 04/22/2011 21-9			
ITEM	1.	2.	NUMB	ER INSTALLED			
			3.	NUMBER REQUIRED FOR DISPATCH			
<u>NDITIONING</u>				4. REMARKS OR EXCEPTIONS			
bin Rate of Climb licator							
Analog Control System (-100/ -200/-300/-400/	С	1	0	May be inoperative provided AUTO and STBY cormodes operate normally.	ntrol		
-300)	С	1	0	(M)(O) May be inoperative provided flight is condu in unpressurized configuration.	ıcted		
Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	С	1	0	May be inoperative provided AUTO and ALTN cormodes operate normally.	ntrol		
a) (-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, and b) Outflow valve is positioned to 25% open position. 			
b)(-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally. (Continued)			
	ITEM NDITIONING bin Rate of Climb icator Analog Control System (-100/-200/-300/-400/-500) Digital Control System (-300/-400/-500/-600/-700/-800/-900) a) (-300/-400/-500) b) (-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production	1. ITEM NDITIONING bin Rate of Climb icator Analog Control System (-100/-200/-300/-400/-500) C Digital Control System (-300/-400/-500) C Digital Control C System (-300/-400/-700/-800/-900) A) (-310/-400/-700/-700/-700/-700/-800/-900) B) (-600/-700/-700/-700/-700/-700/-700/-700/	NDITIONING Din Rate of Climb icator C	REV DAT 1. 2. NUMB 3.	REVISION NO: DATE: 04/22/2011 DATE: 04/22/201		

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	L AVIATION ADMINIST			V	MASTER MINIMUM EQUIPMENT LIST	
AIRCRA		NAII	ON	DEV	ISION NO: 55 PAGE:	
B-737	г.			DAT		
SYSTEM	.	1.				
SEQUEN	ICE ITEM		2.	NUMB	ER INSTALLED	
NUMBER				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS	
10.	Cabin Rate of Climb Indicator (Cont'd)					
	2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)					
	c) (-600/-700/- 800 upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and 	
	d) (-900)	С	1	0	which materials can be used as ballast. (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).	
11.	Cabin Altitude Warning System	С	1	0	May be inoperative provided flight altitude remains at or below 10,000 feet MSL.	
***	High Altitude Warning System	С	1	0	May be inoperative provided procedures do not require its use. (Continued)	

U.S. DE	PARTMENT OF TRANS	PORT	ΓΑΤΙΟ	N	
FEDER	AL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	AFT:			RE	/ISION NO: 55 PAGE:
B-737			-	DAT	TE: 04/22/2011 21-11
SYSTEI SEQUE NUMBE	NCE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS
11.	Cabin Altitude Warning System (Cont'd)				
***	2) CABIN ALTITUDE Light				
	a) -100/-200/ -300/-400/-500 (upon incorporation of Boeing Service Bulletin 737- 31A1325)	С	1	0	May be inoperative provided TAKEOFF CONFIG warning light operates normally.
		С	1	0	(O) May be inoperative provided flight crew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flight crew member.
	c) -600/-700/ -800/-900 (upon incorporation of Boeing Service Bulletin 737- 31A1332, or production equivalent)	С	2	0	May be inoperative provided associated TAKEOFF CONFIG warning light operates normally.
		С	2	0	(O) May be inoperative provided flight crew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flight crew member.
12.	Cabin Altitude Indicator				
	1) Analog Control System (-100/ -200/-300/-400/ -500)	С	1	0	May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude.
		С	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.
					(Continued)

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	/IATION ADMINISTF	KATI	OIN	DE1	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					/ISION NO : 55 PAGE:
B-737 SYSTEM &		1.		DAT	E: 04/22/2011 21-12
SEQUENCE NUMBER	ITEM	"	2.	NUMB	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CON	<u>NDITIONING</u>				4. REMARKS OR EXCEPTIONS
12. Ca	bin Altitude Indicator (Cont'd)				
2)	Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	С	1	0	May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude.
	a) (-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
	b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally.
	c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	C	1	0	 (M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

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	L AVIATION AD			N .	MASTE	R MINIMUM EQUIPME	NT LICT		
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AIRCRAI B-737	r1:				REVISION NO: 55 DATE: 04/22/2011		PAGE : 21-13		
SYSTEM	&	1.					21 10		
SEQUEN NUMBER		ITEM	2.	NUMB	NUMBER INSTALLED				
NOWIDER	\			3.	NUMBER REQUIRED F	OR DISPATCH			
21 - AIR	CONDITIONING	<u>3</u>			4. REMARKS OR	REXCEPTIONS			
12.	Cabin Altitude Indicator (Conf	ťd)							
	2) Digital Cor System (-3 -400/-500/ -700/-800/ (Cont'd)	300/ -600/							
	d) (-900)	С	1	0	configuration, b) Outflow valve is position, c) Recirculation fad) Forward cargo and e) Airport ambient	ative provided: cted in unpressurized s positioned to 25% operate normally, heat duct is secured clo t temperature does not e (39 degrees C).	osed,		
13.	Cabin Differen Pressure Indic								
	1) Analog Co System (-1 -200/-300/ -500)	100/	1	0	b) A chart is prov	ovided: indicator operates norm ided to crew to convert erential pressure.			
		С	1	0	(M)(O) May be inoperation an unpressurized co (Continued)	ative provided flight is co onfiguration.	onducted		

U.S. DEPARTMENT OF TRANS	_	_	V	
FEDERAL AVIATION ADMINIS	TRATI	ON	i	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REV	ISION NO: 55 PAGE:
B-737			DAT	E: 04/22/2011 21-14
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	ER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
13. Cabin Differential Pressure Indicator (Cont'd)				
2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	С	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to crew to convert cabin altitude to differential pressure.
a) (-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21- 1135, 737-26-1121 and 737-26- 1122, or production equivalent)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally.
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737-21- 1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	 (M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

	ARTMENT OF TRANSF			N	
	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAI	FT:				/ISION NO: 55 PAGE:
B-737				DAT	TE: 04/22/2011 21-15
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS
13.	Cabin Differential Pressure Indicator (Cont'd)				
	2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)				
	d) (-900)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
14.	Cabin Pressure Control System				
	1) Analog Control System Automatic/ Standby Modes (-100/ -200/-300/ -400/-500)	С	2	1	(O) One may be inoperative provided manual mode (AC and DC actuators) operates normally.
	2) Analog Control System Automatic/ Standby/Manual Modes (-100/ - 200/-300/-400/ -500)	С	3	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited. (Continued)

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	PARTMENT OF TRANS			V	MA OTED MINIMUM FOLUDIAE	NT 1 10T
	L AVIATION ADMINIST	RAII	ON		MASTER MINIMUM EQUIPMEI	PAGE:
AIRCRA	.FT:				REVISION NO: 55	
B-737				DAT	E: 04/22/2011	21-16
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	SER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS	
14.	Cabin Pressure Control System (Cont'd)					
	3) Digital Control System Automatic Modes (-300/ -400/-500/-600/ -700/-800/-900)	С	2	1	 (M)(O) One may be inoperative provided: a) Manual mode operates normally, b) Inoperative controller is deactivated, ar c) Auxiliary fuel bleed air pressurization syinstalled) is verified to be operational by each departure. 	ystem (if
	a) (-300/-400/ -500)	С	2	0	 (M)(O) May be inoperative for unpressurized fl provided: a) Outflow valve is deactivated in 25% opposition or removed, and b) Extended overwater flight is prohibited. 	en
	b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	 (M)(O) May be inoperative for unpressurized fl provided: a) Outflow valve is deactivated in 25% operation or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, d) Auxiliary tanks (if installed) remain empauxiliary fuel is included as part of zero weight. (Continued) 	en and oty or

FEDERAL AVIATI AIRCRAFT:	ON ADMINION	KAII	ON	DE	MASTER MINII	55	PAGE:
B-737				DAT			21-17
SYSTEM &		1.	2.		BER INSTALLED	-	21 17
SEQUENCE NUMBER	ITEM		۷.	NOWL	DEN INGTALLED		
				3.	NUMBER REQUIRED FOR DIS	SPATCH	
21 - AIR CONDITI	<u>ONING</u>				4. REMARKS OR EXCE	PTIONS	
Sys: Auto Moo -400 -700 (Cor c) (tal Control tem omatic les (-300/-0/-500/-600/-900) nt'd) -600/-700/ -600 upon ncorporation of Boeing	С	2	0	(M) (O) May be inoperative for provided: a) Procedures are establicensure lower forward of	ished and used cargo compartm	to nent
S E 2 7 a 1 p	Service Bulletins 737- 21-1135, 237-26-1121 and 737-26- 122, or production equivalent)				remains empty, or is very empty cargo handling (ballast may be loaded Away Kits. b) Outflow valve is deacting position or removed, c) Recirculation fan(s) oped Extended overwater flie) Auxiliary tanks (if instanguiliary fuel is include weight. NOTE: Operator MELs must capproved for inclusion which materials can be	erified to containe equipment, ball and in ULDs), and avated in 25% of the erate normally, ght is prohibited lied) remain emed as part of zero define which iter in Fly Away Kit	n only ast /or Fly pen d, and apty or o fuel ms are s and
d) (-900)	С	2	0	(M)(O) May be inoperative for provided: a) Outflow valve is deacting position or removed, b) Recirculation fans opec (Extended overwater flind) Forward cargo heat durand e) Airport ambient tempet 103 degrees F (39 degrees) (Continued)	unpressurized vated in 25% of rate normally, ght is prohibited act is secured cl	flight pen d, osed,

	A DTM 45 NT OF TO 4 NO		- 4 - 1 - 0 1				
	PARTMENT OF TRANS			N			
	L AVIATION ADMINIST	RAII	ON	1	MASTER MINIMUM EQUIPMEN	PAGE:	
AIRCRA	FT:						
B-737				DAT	E: 04/22/2011	21-18	
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH		
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS		
14.	Cabin Pressure Control System (Cont'd)						
	4) Digital Control System Manual Mode (-300/- 400/-500/-600/ -700/-800/-900)						
	a) (-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative for unpressurized fliprovided: a) Outflow valve is deactivated in 25% operation or removed, and b) Extended overwater flight is prohibited. 	en	
	b) (-600/-700/ -800 all passenger configuration prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	(M)(O) May be inoperative for unpressurized fliprovided: a) Outflow valve deactivated to 25% open position or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited. (Continued)		

U.S. DEPARTMENT OF TRANSP	ORT	OITA	١				
FEDERAL AVIATION ADMINISTR	RATIO	NC		ľ	MASTER MINIMUM	EQUIPME	NT LIST
AIRCRAFT:			REV	ISION NO :		55	PAGE:
B-737			DAT	E:	04/22/2011		21-19
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLED			
			3.	NUMBER REQU	JIRED FOR DISPAT	СН	
21 - AIR CONDITIONING				4. REMAF	RKS OR EXCEPTIO	NS	
14. Cabin Pressure Control System (Cont'd)							
4) Digital Control System Manual Mode (-300/-400/ -500/-600/-700/ -800/-900) (Cont'd)							
c) (-600/-700/ -800 all passenger configuration upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	flight provided: a) Procedule ensure remains empty of (ballast Away K b) Outflow position c) Recirculd) Extende NOTE: Operato approve	e inoperative for unput ures are established lower forward cargo is empty, or is verified cargo handling equip may be loaded in U its. It valve is deactivated or removed, lation fan(s) operate ed overwater flight is or MELs must define ed for inclusion in Fly naterials can be use	and used to compartment d to contain oment, balla LDs), and/o d in 25% open e normally, a s prohibited.	ent only st or Fly en and as are and
d) (-900)	С	1	0	provided: a) Outflow position b) Recircu c) Extende d) Forward and e) Airport	inoperative for unprovative is deactivated or removed, lation fans operate red overwater flight is dicargo heat duct is ambient temperature grees F (39 degrees	d in 25% open normally, sprohibited, secured clo	en sed,

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	VIATION ADMINISTE			•	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINIST			REV	/ISION NO : 55 PAGE:
B-737				DAT	
SYSTEM &		1.			
SEQUENCE	ITEM		2.	NOMB	ER INSTALLED
NUMBER				3.	NUMBER REQUIRED FOR DISPATCH
24 AID COI	NDITIONING				4. REMARKS OR EXCEPTIONS
21 - AIR COI	<u>NDITIONING</u>				4. REMARKS OR EXCEPTIONS
15. Ma	nin Outflow Valve				
1)	Analog Control System Outflow Valve Actuators (AC and/or DC) (-100/ -200/-300/ -400/-500)	С	2	1	One actuator may be inoperative for pressurized cargo-only flight, provided airplane is depressurized before landing.
	,	С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited.
2)	Digital Control System Outflow Valve Automatic Mode Actuators				
	a) (-300/-400/ -500)	С	2	1	One may be inoperative provided manual mode actuator operates normally.
		С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.
	b) (-600/-700/ -800/-900)	С	2	1	One may be inoperative provided manual mode actuator operates normally.
	c) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operate normally, and c) Extended overwater flight is prohibited.
					(Continued)

U.S. DEPARTMENT OF TRANS	PORT	ΓΑΤΙΟΙ	N					
FEDERAL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:				REVISION NO: 55 PAGI				
B-737	_		DAT	TE: 04/22/20	011	21-21		
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLED				
			3.	NUMBER REQUIRED FOR DIS	PATCH			
21 - AIR CONDITIONING				4. REMARKS OR EXCER	PTIONS			
 Main Outflow Valve (Cont'd) Digital Control System Outflow Valve Automatic Mode Actuators 								
(Cont'd) d) (-600/-700/	С	2	0	(M) (O) May be inoperative for	unpressurized			
-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)				flight provided: a) Procedures are establishensure lower forward concentration remains empty, or is verified to remain empty cargo handling expenses (ballast may be loaded Away Kits. b) Outflow valve is deactive position or removed, c) Recirculation fan(s) openses (c) extended overwater fligon NOTE: Operator MELs must deapproved for inclusion	argo compartmerified to containequipment, balla in ULDs), and/wated in 25% operate normally, ght is prohibited	ent n only ast or Fly oen and I.		
e) (-900)	С	2	0	which materials can be (M)(O) May be inoperative for provided: a) Outflow valve is deactive position or removed, b) Recirculation fans operedicted overwater flighted forward cargo heat durand e) Airport ambient tempered 103 degrees F (39 degrees) (Continued)	unpressurized for vated in 25% operate normally, ght is prohibited ct is secured cleature does not	ilight pen I, psed,		

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	L AVIATION ADMINIST			•	MAS ⁻	TER MINIMUM EQUIPM	FNTLIST
AIRCRA				REV	ISION NO :	55	PAGE:
B-737				DAT		04/22/2011	21-22
SYSTEM & 1.						0 1/22/2011	2122
SEQUE!			2.	NUMB	ER INSTALLED		
NONDL	· ·			3.	NUMBER REQUIRED	D FOR DISPATCH	
<u>21 - AIR</u>	CONDITIONING				4. REMARKS	OR EXCEPTIONS	
15.	Main Outflow Valve (Cont'd)						
	 Digital Control System Outflow Valve Manual Mode Actuator 						
	a) (-300/-400/ -500)	С	1	0	provided: a) Outflow valve position or re	erative for unpressurized e is deactivated in 25% c emoved, and rerwater flight is prohibite	ppen
	b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	provided: a) Outflow valve position or reb) Recirculation	erative for unpressurized e is deactivated in 25% of emoved, n fan(s) operate normally rerwater flight is prohibite	open , and
	c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	flight provided: a) Procedures a ensure lower remains empty cargo (ballast may Away Kits. b) Outflow valve position or rec) Recirculation d) Extended ov	perative for unpressurized are established and used forward cargo compartroty, or is verified to contal handling equipment, balled be loaded in ULDs), and e is deactivated in 25% comoved, in fan(s) operate normally rerwater flight is prohibite. ELs must define which ite or inclusion in Fly Away Krials can be used as balled.	d to ment in only last l/or Fly open , and d. ems are kits and

	RTMENT OF TRANS	_	_	N					
	AVIATION ADMINIST	RATI	ON	<u> </u>	MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT	Γ:				ISION NO: 55 PAGE:				
B-737		4		DAT	E: 04/22/2011 21-23				
SYSTEM 8 SEQUENC NUMBER		1.	2.	NUMB	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
21 - AIR C	ONDITIONING				4. REMARKS OR EXCEPTIONS				
	Main Outflow Valve (Cont'd)	-							
3	B) Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)								
	d) (-900)	С	1	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 				
_	Pressure Relief √alves								
1	Analog Control System (-100/ -200/-300/-400/ -500)	С	2	1	(M) One may be inoperative closed for pressurized flight.				
		С	2	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.				
2	2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	С	2	1	(M) One may be inoperative closed for pressurized flight.				
	a) (-300/-400/ -500)	С	2	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position. (Continued) 				

U.S. DEPARTMENT OF TRANS	PORT	NOITAT	1						
FEDERAL AVIATION ADMINIST	RATI	ON	1	MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:			REV	/ISION NO : 55 PAGE :					
B-737			DAT	E: 04/22/2011 21-24					
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	BER INSTALLED					
			3.	NUMBER REQUIRED FOR DISPATCH					
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS					
16. Pressure Relief Valves (Cont'd)									
2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)									
b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	2	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operate normally. 					
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	2	0	 (M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 					
d) (-900)	С	2	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 					

U.S. DEF	PAR	TMENT OF TRANSI	PORT	ATIO	N				
FEDERA	L A\	/IATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMEN	NT LIST		
AIRCRA	FT:				REV	ISION NO: 55	PAGE:		
B-737					DAT	E: 04/22/2011	21-25		
SYSTEM SEQUEN NUMBER	ICE	ITEM	1.	2.	NUMBER INSTALLED				
TO M.D.E.					3.	NUMBER REQUIRED FOR DISPATCH			
<u>21 - AIR</u>	CON	<u>IDITIONING</u>				4. REMARKS OR EXCEPTIONS			
17.		nperature icators							
	1)	Supply Duct (-100/-200/-300/ -500/-600/-700	С	1	0	May be inoperative provided both duct overhead warning systems operate normally.	at		
	2)	Supply Duct (-400/-800/-900)	С	3	0	May be inoperative provided associated ZONE light operates normally.	TEMP		
	3)	Pass Cabin	С	-	0				
	4)	Pack (-400/ -800/-900)	С	2	0				
18.		ct Overheat rning Lights							
	1)	DUCT OVERHEAT (-100/-200/-300/- 500/-600/-700)	С	2	0	May be inoperative provided supply duct temperation indicators operate normally.	erature		
	2)	ZONE TEMP (-400/-800/-900)	С	3	0	May be inoperative provided associated supply temperature indicator operates normally.	/ duct		
19.	Tei	ssenger Cabin mperature Control stems							
	1)	Automatic/ Manual Controls (-100/-200/-300/ -500/-600/-700)	С	2	1				
			С	2	0	(O) May be inoperative provided right pack is n (Continued)	ot used.		

U.S. DEF	PARTMENT OF TRANS	PORT	OITAT	1					
FEDERA	L AVIATION ADMINIST	RATI	ON	<u>.</u>	MASTER MINIMUM EQUIPMENT LIS	ST			
AIRCRA	FT:			REV	ISION NO: 55 PA	GE:			
B-737				DAT	E: 04/22/2011 21	-26			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH				
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS				
19.	Passenger Cabin Temperature Control Systems (Cont'd)								
	2) FWD/AFT								
	a) (-400/-800/ -900)	С	2	0	(O) May be dispatched with faults indicated by ZONE TEMP Light(s) during Master Caution recall provided associated temperature control system is checked to operate normally before each takeoff.	t			
	b) (-400/-800)	С	2	0	(M)(O) May be inoperative provided Trim Air Pressul Regulating and Shutoff Valve remains CLOSED.	re			
		С	2	0	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.	I			
	c) (-900)	С	2	0	 (M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains Closed, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 	t			
		С	2	0	 (M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 	t			
20.	Cabin Temperature Indicator				Incorporated into item 21-17 Revision 34a.				

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U.S. DEPARTMENT OF TRANSPORTATION								
	AL AVIATION ADMINISTI			•	MASTER MINIMUM EQUIPMENT I	LIST		
AIRCRA				REV		PAGE:		
B-737					DATE: 04/22/2011			
SYSTEN	NCE ITEM	1.	2.	DATE: 04/22/2011 21-27 NUMBER INSTALLED				
NUMBE	R			3.	NUMBER REQUIRED FOR DISPATCH			
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS			
21.	Flight Deck Temperature Control Systems							
	1) Automatic/Manual Controls (-100/ -200/ -300/-500/ -600/-700)	С	2	1				
		С	2	0	(O) May be inoperative provided left pack is not us	sed.		
	2) Primary/Back-up Modes							
	a) (-400/-800/ -900)	С	2	1	(O) One may be inoperative provided remaining temperature control is verified to operate normally	<i>'</i> .		
	b) (-400/-800)	С	2	0	(M)(O) May be inoperative provided Trim Air Press Regulating and Shutoff Valve remains CLOSED.	sure		
		С	2	0	(M)(O) May be inoperative provided associated Tr Air Modulating Valve is deactivated CLOSED.	rim		
	c) (-900)	С	2	0	 (M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward Cargo heat duct is secured closed and c) Airport ambient temperature does not exced 103 degrees F (39 degrees C). 			
		С	2	0	 (M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed and c) Airport ambient temperature does not excell 103 degrees F (39 degrees C). 			

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	PARTMENT OF TRANSI	_		V	
	L AVIATION ADMINIST	RATI	ON	-	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				REV	VISION NO: 55 PAGE:
B-737				DAT	E: 04/22/2011 21-28
SYSTEM SEQUEN NUMBER	ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS
22.	Forward Outflow Valve (-100/-200/ -300/-400/-500, including STC's SA2969SO, ST01566LA, and ST01961SE)	С	1	0	Except for 737C and STC ST01566LA and ST01961SE cargo or cargo/passenger operations, may be inoperative closed.
		С	1	0	May be inoperative open provided both packs operate normally.
		С	1	0	(O) May be inoperative open with one pack operating normally provided flight altitude remains at or below FL200.
23.	FORWARD OUTFLOW CLOSED Indicating Light (-100/-200)	С	1	0	
24. ***	Gasper Fan (-100/ -200/-300/-500/-600/ -700)	D	1	0	
25.	Water Separator Anti-Icing Systems (-100/ -200/-300/ -500/-600/-700)	С	2	0	(M)(O) May be inoperative provided associated pack is not used.
26.	Ground Preconditioned Air Connection Check Valve	С	1	0	May be inoperative closed.
	1) Analog Control System (-100/ -200/-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative open provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment (as applicable) remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
					(Continued)

U.S. DEPARTMENT OF TRANSI	PORT	TATION	1	
FEDERAL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			RE\	/ISION NO : 55 PAGE :
B-737			DAT	TE: 04/22/2011 21-29
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
26. Ground Preconditioned Air Connection Check Valve (Cont'd) 2) Digital Control System				
a) (-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
b)(-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally.
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

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FEDERA	L AVIATION ADM	IINISTRATI	ON		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT:			REV	/ISION NO: 55	PAGE:		
B-737				DAT	E: 04/22/2011	21-30		
SYSTEM SEQUEN NUMBER	ICE IT	1. ГЕМ	2.	NUMB	ER INSTALLED			
IACIAIDEI				3.	NUMBER REQUIRED FOR DISPATCH			
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS			
26.	Ground Preconditioned A Connection Chec Valve (Cont'd)							
	Digital Control System (Cont							
	d) (-900)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured clos and e) Airport ambient temperature does not expend to a degree of the conduction of the	sed,		
27.	Electrical/Electro Equipment Coolin Blowers							
	1) Non-EFIS (-10 -200/-300/-40 -500)		2	1	Except for ER operations, one may be inoperation	ive.		
	2) EFIS (-300/-40 -500))0/						
	a) Supply Fai	ns C	2	1	Except for ER operations, one may be inoperation	ive.		
	b) Exhaust Fa	ans C	2	1	Except for ER operations, one may be inoperation	ive.		
	3) CDS (-600/-70 -800/-900)	00/ B	4	3	 (M) One fan may be inoperative provided: a) All remaining fans are verified to opera normally, and b) Both low flow detectors are verified to onormally. 			
28.	Equipment Coolin Check Valve (-100/-200)	ng D	1	0	May be inoperative open.			

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT:			REV	ISION NO: 55 PAGE:			
B-737				DAT	E: 04/22/2011 21-31			
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH			
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS			
29. ***	Air Cleaner Purge Valves (-100/-200/-300)	С	2	0				
30.	Control Cabin Augmentation Fan (-200)	С	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 120 degrees F (49 degrees C).			
		С	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 115 degrees F (46 degrees C) if PDCS is installed and operates normally.			
		С	1	0	 (M)(O) May be inoperative with fan seized provided: a) One air conditioning pack operates normally, b) OAT remains at or below 100 degrees F (38 degrees C), and c) Window heat operates normally. 			
31.	Recirculation Fan(s)							
	1) (-300/-500)	С	1	0	May be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).			
	2) (-400 and Pemco -400 COMBI)	С	2	1	One fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).			
		С	2	0	May be inoperative provided OAT remains below 100 degrees F (38 degrees C).			
	3) (-600/-700)	С	1	0	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.			
	4) (-800/-900)	С	2	1	Left fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).			
		С	2	1	Right fan may be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.			
					(Continued)			

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FEDERA	L AVIATION ADMINISTI	RATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	ISION NO: 55	PAGE:			
B-737				DAT	E: 04/22/2011	21-32			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED				
	<u>`</u>		ĺ	3.	NUMBER REQUIRED FOR DISPATCH				
<u>21 - AIR</u>	CONDITIONING		ĺ		4. REMARKS OR EXCEPTIONS				
31.	Recirculation Fan(s) (Cont'd)								
	4) (-800/-900) (Cont'd)	С	2	0	May be inoperative provided: a) OAT remains below 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.				
	a) (-800EF STC ST02000NY)	С	1	0	May be inoperative provided: a) Left pack is operating when OAT is above degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.	e 100			
	5) (-300QC/F, - 400F) (STC's ST01566LA, SA2969SO, and SA2970SO Only)	С	1	0	May be inoperative in cargo configuration.				
	a) (STC SA2970SO)	С	1	0	May be inoperative in PAX mode provided OAT remains below 100 degrees F (38 degrees C).				
32.	Pack Temperature Control System(s) (Electronic Pack/ Zone Controller) (-400/-800/-900)	С	4	2	(O) One system (primary or standby) on each parmay be inoperative provided remaining system or associated pack is checked to operate normally.				
33.	Pack Temperature Control Valves (-400/-800/-900)	С	2	0	(O) May be inoperative provided associated Stan Pack Temperature Control Valve(s) is checked to operate normally.	•			
		С	2	0	(M)(O) May be inoperative provided associated p not used.	ack is			
34.	Standby Pack Temperature Control Valves (-400/-800/-900)	С	2	0	(O) May be inoperative provided associated Pack Temperature Control Valve(s) is checked to oper- normally.				
	(-+00/-000/-300)	С	2	0	(M)(O) May be inoperative provided associated p not used.	oack is			

U.S. DEF	PARTMENT OF TRANS	PORT	TATIO	١	
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	VISION NO: 55 PAGE:
B-737				DA	TE: 04/22/2011 21-33
SYSTEN SEQUEN NUMBE	NCE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS
35.	Trim Air Pressure Regulating and Shutoff Valve				
	1) (-400/-800)	С	1	0	(M) May be inoperative secured closed.
	2) (-900)	С	1	0	 (M)(O) May be inoperative secured closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
36.	Trim Air Modulating Valves				
	1) (-400/-800)	С	3	0	(M) May be inoperative closed.
		С	3	0	(O) May be inoperative in any position provided Trim Air Pressure Regulating and Shutoff Valve remains closed.
	2) (-900)	С	3	0	 (M)(O) May be inoperative closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
		С	3	0	 (M)(O) May be inoperative in any position provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
37. ***	Outflow Valve Heater Gasket (-100/-200/-300/ -400/-500)	С	1	0	
38.	Outflow Valve Position Indicator	С	1	0	(M)(O) May be inoperative provided valve is verified to be operating normally.

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FEDERA	L A\	/IATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					REV	ISION NO: 55 PAGE:
B-737					DAT	E: 04/22/2011 21-34
SYSTEM SEQUEN NUMBER	ICE	ITEM	1.	2.	NUMB	ER INSTALLED
					3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CON	<u>IDITIONING</u>				4. REMARKS OR EXCEPTIONS
39.	Trii Val	m Air Check ves				
	1)	(-400/-800/-900)	С	2	1	(M) One may be inoperative provided associated valve is deactivated closed.
40.	Aut	uipment Cooling tomatic Flow ntrol Valve/ erboard Exhaust ve				
	1)	Analog Control System (-100/ -200/-300/-400/ -500)	С	1	0	(M)(O) May be inoperative in open position provided flight is conducted in an unpressurized configuration.
			С	1	0	May be inoperative in closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.
	2)	Digital Control System				
		a) (-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
			С	1	0	May be inoperative in closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.
		b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operate normally.
						(Continued)

U.S. DEPARTMEN FEDERAL AVIATION				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			RE	VISION NO: 55 PAGE:
B-737			DA	TE: 04/22/2011 21-35
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUM	BER INSTALLED
HOMBER			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIO	<u>ONING</u>			4. REMARKS OR EXCEPTIONS
Automati Control V Overboai Valve (Co 2) Digita	/alve/ rd Exhaust			
-8 in of So Bo 2° 26 73 or	600/-700/ 00 upon corporation Boeing ervice ulletins 737- 1-1135, 737- 6-1121 and 37-26-1122, r production quivalent)	2 1	0	 (M) (O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
d) (- 	900) (1	0	 (M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient air temperature does not exceed 103 degrees F (30 degrees C).
	600/-700/ (00/-900)	0 1	0	 (M)(O) Except for ER operations, may be inoperative provided: a) Actuator is verified to be in smoke position, and b) Both packs operate normally.

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FEDERA	L A\	/IATION ADMINIST	RATI	ON	-	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					REV	ISION NO : 55 PAGE :
B-737					DAT	E: 04/22/2011 21-36
SYSTEM SEQUEN NUMBER	ICE	ITEM	1.	2.	NUMB	ER INSTALLED
					3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CON	<u>IDITIONING</u>				4. REMARKS OR EXCEPTIONS
41.		or Area Heater stems				
***	1)	Main Deck Cargo Door Heating Blankets/ Systems (737C and –700C)	D	-	0	
	2)	Entry Door Area and Overwing Emergency Exit Hatch Area Heater Systems (-600/-700/-800/ -900)	D	-	0	(M) May be inoperative deactivated.
	3)	Main Cargo Door Heater System (STC ST01566LA)	D	1	0	(M) May be inoperative in Quick Change cargo configuration.
***	4)	Mid-Exit Door Area Heater System -900ER)	D	1	0	(M) May be inoperative deactivated.
42.	Lov Sys	uipment Cooling w Flow Detector stems (-600/ 10/-800/-900)	В	2	1	(M)(O) One may be inoperative provided associated fans (supply or exhaust) are verified to operate normally.
43.	Air	uipment Cooling Filter (-600/ 0/-800/-900)	С	1	0	(M) Equipment Cooling System may be operated with filter removed.
44.	Val	n Bypass Check lves (-600/-700/ 0/-900)	С	2	0	May be inoperative open/missing provided airport ambient temperature remains below 80 degrees F (27 degrees C).
			С	2	0	May be inoperative open/missing for an associated inoperative pack.
			D	2	1	One may be inoperative open/missing provided pack associated with remaining fan bypass check valve operates normally.

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FEDERA	L AVIATION ADMINISTE	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REV	VISION NO: 55 PAGE:
B-737				DAT	E: 04/22/2011 21-37
SYSTEM SEQUEN NUMBER	ITEM	1.	2.	NUMB	SER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS
45.	Air Distribution Riser Shutoff Valves (-700C)				
	Passenger Configuration	С	2	0	(M) May be inoperative provided valves are deactivated open.
	2) Passenger and Cargo Configurations	С	2	0	 (M)(O) May be inoperative in closed position provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fan operates normally, c) Both E/E equipment cooling exhaust fans operate normally, and d) Procedures are established and used to ensure main deck (as applicable) and lower cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.
	a) Right Riser SOV	С	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to left pack only.
	b) Left Riser SOV	С	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to one pack.
46.	Air Heater Supernumerary Compartment STC ST01566LA (-300RB) and ST01961SE	D	1	0	May be inoperative provided compartment is not occupied.
47. ***	Humidification System (-800EF STC ST02000NY)	С	3	0	May be inoperative provided: a) Manual shutoff valve is closed, and b) All Humidifier Switches are in OFF.
48. ***	Zonal Drying System (-800EF STC ST02000NY)	С	1	0	(M) May be inoperative provided: a) Manual shutoff valve is closed, and b) Dryer/Humidifier power is removed.

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	AL AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCRA				REV	/ISION NO : 55 PAGE:
B-737				DAT	E: 04/22/2011 21-38
SYSTEN SEQUEI NUMBE	NCE ITEM	1.	2.	NUMB	SER INSTALLED
NOMBL				3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS
49.	Return Air Grille (-600/-700/-800/ -900)	С	-	-	 (M) One may be broken or missing provided: a) Broken or missing grille is located within a designated area as defined by Boeing, and b) Grille is removed and replaced with a blanking plate.
50.	Flight Deck Foot and Shoulder Heater Systems	С	4	0	May be inoperative provided flight deck temperature is acceptable to flight crew.
51. ***	Pack Supply air Cleaner System (-600/-700)	D	2	0	(M) May be inoperative provided associated air cleaner purge valve is deactivated closed.
52. ***	Integrated Display Unit (IDU) Cooling System (-300) (Boeing Service Bulletin 737-31- 1435)				
	Normal and Alternate Fans	С	2	1	May be inoperative provided IDU COOLING OFF light operates normally.
	2) IDU Cooling Off Light	С	1	0	(M) May be inoperative provided: a) Normal and alternate IDU cooling fans operate normally, and b) IDU cooling fan warning system is verified to operate normally.

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				V	MASTER MINIMUM EQUIPMENT LIST		
	L AVIATION ADMINIST	KAII	ON	DEV			
AIRCRAFT:					REVISION NO: 53 PAGE:		
B-737 SYSTEM	9	1.		DAT	E: 08/01/2009 22-1		
SEQUEN NUMBER	ICE ITEM	١.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH		
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS		
1.	Autopilot Systems	С	-	1			
	Control Wheel	В	2	0	Except for ER operations, may be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flight crew. NOTE1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE2: Any mode which functions normally may be used. If CWS is inoperative, do not use other modes (pitch or roll). One may be inoperative provided:		
	Autopilot Disconnect Switches				a) Autopilot is not used below 1500 feet AGL, and, b) Approach minimums do not require use of autopilot.		
		В	2	0	May be inoperative provided autopilot is not used.		
***	Autopilot Disengage Bar	С	1	0			
2.	Autopilot Disengaged Warning System						
	1) Lights	С	2	1	One may be inoperative when autopilot is used in any axis.		
		В	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.		
***	2) Aural Warning	С	1	0	May be inoperative provided approach minimums do not require its use.		

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	AL AVIATION ADMINIS	SIRAII	ON	1	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	.FT:				REVISION NO: 53				
B-737	1 0	4		DAT	DATE: 08/01/2009 22-2				
SYSTEN SEQUEI NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS				
3.	Yaw Damper								
	1) (-100/-200/-300/ -400/-500)								
	a) Without Rudder	С	1	0	(O) May be inoperative provided yaw dampe remains OFF.	r switch			
Pressure Reducer System installed					NOTE: Refer to AFM Limitations for SP-77 a	autopilot.			
b) With Rudder C Pressure Reducer System installed		1	0	(M)(O) May be inoperative provided:a) Yaw damper switch remains OFF, ab) Rudder Pressure Reducer System is to operate normally.					
mstalled					NOTE: Refer to AFM Limitations for SP-77	autopilot.			
		С	1	0	(M)(O) May be inoperative provided yaw dan deactivated.	nper is			
					NOTE: Refer to AFM Limitations for SP-77	autopilot.			
	2) (-600/-700/-800/ -900)	С	1	0	(O) May be inoperative provided yaw dampe remains off.	r switch			
***	Yaw Damper Indicator	С	1	0					
4. ***	Autothrottle System	С	1	0	May be inoperative provided approach minin not require its use.	nums do			
5.	Mach Trim Systems	С	-	0	(M)(O) May be inoperative provided:a) AFM limitations are observed, andb) Mach trim actuator is verified to be in null/uncommanded elevator position				
	1) (-300/-400/-500/-600/-700/-800/ -900)	С	2	1	 (M) One may be inoperative deactivated pro- a) Remaining Mach trim system is verifi operate normally, and b) Mach trim fail light operates normally 	ed to			

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	L AVIATION ADMINIS	IRAII	ON	DEV	MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	ri:				YISION NO : 53 PAGE : E: 08/01/2009 22-3			
B-737	SYSTEM & 1			DAT				
SEQUEN	NCE ITEM	••	2.	NUMB	ER INSTALLED			
NONBE	×			3.	NUMBER REQUIRED FOR DISPATCH			
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS			
6.	SP-77/SP-177/SP- 300/Collins Flight and Approach Mode Annunciations	С	-	0	Individual mode annunciations may be inoperative provided associated system modes are not used.			
***	*** 1) SP-177/SP-300 (Annunciator Panels (-200/ -300/-400/-500)		2	1	One may be inoperative provided: a) Engaged system (AP, FD, AT, PDCS, or FMCS) is at pilot position with operative mode annunciator, and b) Approach minimums do not require their use.			
		С	2	0	May be inoperative provided associated systems are not used.			
					NOTE: PDCS or FMCS data on CDU may be valid when PDC or FMC annunciator is inoperative.			
2) SP-77 Approach Progress Displays (-100/		С	2	1	One may be inoperative provided approach minimums do not require their use.			
	-200)	С	2	0	May be inoperative provided associated system modes are not used.			
7. ***	Dual Angle of Attack Sensors/Stall Warning System Sensors/Alpha Vanes (-100/-200/ -300/-400/-500)							
	1) SP-177	С	2	1	 (M) Right sensor/vane may be inoperative provided: a) Autopilot B is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed. 			
	2) SP-300	С	2	1	 (M) Left or right sensor/vane may be inoperative provided: a) Associated autopilot channel is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed. 			

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FEDERA	L AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPME	NT LIST		
AIRCRA	FT:			REV	ISION NO : 53	PAGE:		
B-737				DAT	DATE: 08/01/2009			
SYSTEM & 1. SEQUENCE ITEM NUMBER		1.	2.	NUMB	ER INSTALLED			
- ITOMBE				3.	NUMBER REQUIRED FOR DISPATCH			
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS			
8. ***	Autothrottle Disengage Lights	С	2	1	One may be inoperative when autothrottle is u provided approach minimums do not require the			
		С	2	0	May be inoperative provided autothrottle is not	t used.		
9.	Speed Trim Fail Light System (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	(M) May be inoperative provided speed trim sy verified to operate normally.	stem is		
10.	Speed Trim System (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1	(M) One may be inoperative deactivated proving a) Remaining speed trim system is verificate operate normally, and b) Speed trim fail light operates normally	ed to		
11.	STAB OUT OF TRIM Light	В	1	0	(O) Except for ER operations, may be inoperal provided autopilots are not used.	tive		
12. ***	Autopilot Trim Circuit Breaker Monitor (-100/-200)	С	1	0	(M) Trim circuit to monitor stabilizer trim CB m inoperative provided remaining functions of STOUT OF TRIM light operate normally.			
13.	Automatic Thrust Restoration (ATR) System (-300)	С	1	0	May be inoperative unless procedures require	its use.		
14.	Mode Control Panel Selectors (-200/ -300/-400/-500/ -600/-700/-800/ -900)							
***	1) V/S Selector (DOWN, UP)	С	1	0	May be inoperative provided procedures do no its use.	ot require		
***	2) Bank Angle Selector (AUTO, 10, 15, 20, 25, 30)	С	1	0				

U.S. DEF	PARTMENT OF TRANS	PORT	OITA	N		
FEDERA	L AVIATION ADMINIS	ΓRΑΤΙ	ON		MASTER MINIMUM EQUIPI	MENT LIST
AIRCRA	FT:			REV	ISION NO: 53	PAGE:
B-737				DAT	E: 08/01/2009	22-5
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS	
15.	Mode Control Panel Switches/Paddles (-200/-300/-400/ -500/-600/-700/-800/ -900)					
	A/P CWS Engage Switches	С	2	0		
	2) A/P CMD Engage Switches	С	2	1		
		В	2	0	(O) Except for ER operations, may be inoperationally provided autopilots are not use.	erative
***	Autothrottle Arm Switch	С	1	0	May be inoperative provided approach mininot require autothrottle use.	mums do
***	4) A/T SPEED Switch	С	1	0	May be inoperative provided approach mininot require autothrottle use.	mums do
***	5) F/D Switches	С	2	0	May be inoperative provided approach mininot require flight director use.	mums do
***	6) IAS/MACH Change Over Switch	С	1	0		
***	7) APP Switch	С	1	0	May be inoperative provided approach mining not require autopilot or flight director use.	mums do
***	8) EPR/N1, LNAV, VNAV, LVL CHG,V/S, HDG SEL, ALT HOLD, and VOR/LOC Switches	С	-	0	May be inoperative provided enroute opera require their use.	tions do not
***	9) SPD INTV, PDC and ALT INTV Switches	С	-	0		

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FEDERAL AV	IATION ADMINIST	RATI	ON		MASTER MINIM	UM EQUIPMEI	NT LIST		
AIRCRAFT:				REV	ISION NO :	53	PAGE:		
B-737				DATE: 08/01/2009)	22-6		
SYSTEM & 1. SEQUENCE ITEM NUMBER			2.	NUMB	NUMBER INSTALLED				
NOMBLIX				3.	NUMBER REQUIRED FOR DISI	PATCH			
22 - AUTO FL	IGHT				4. REMARKS OR EXCEP	TIONS			
	le Control Panel dows								
(/ertical Speed VERT SPEED) -200/-300/-400/ 500/-600/-700/ 800/-900)	С	1	0	May be inoperative provided proits use.	ocedures do no	ot require		
- - - -	EFIS/PFD/ND) -300/-400/ -500/ 600/-700/-800/ 900) (Includes STC ST03355AT)								
ā	i) Airspeed (IAS/MACH)	С	1	0	May be inoperative and associate provided selected airspeed indinormally.				
t) Heading (HEADING)	С	1	0	May be inoperative and associate provided selected heading indicate normally.		ed		
C	s) Vertical Speed (VERT SPEED)	С	1	0	May be inoperative provided proits use.	ocedures do no	ot require		
C	l) Vertical Speed (VERT SPEED) (-600/-700/ -800/-900)	С	1	0	May be inoperative and associate provided selected vertical speed normally.				
6	e) Altitude (ALTITUDE) (-600/-700/ -800/-900)	С	1	0	May be inoperative and associate provided selected altitude indicate normally.		ed		
f) Course (COURSE)	С	2	0	May be inoperative and associate provided selected course indicate (Continued)				

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	TMENT OF TRANS			N	MA CTED MINIMUM FOLUDMENT LICT
	/IATION ADMINIST	KAII	ON	DE.	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: B-737				DAT	/ISION NO : 53 PAGE :
SYSTEM &		1.			l
SEQUENCE ITEM 2.			2.	NUMB	BER INSTALLED
NOMBER				3.	NUMBER REQUIRED FOR DISPATCH
22 - AUTO F	LIGHT				4. REMARKS OR EXCEPTIONS
Wii 2)	de Control Panel ndows (Cont'd) (EFIS/PFD/ND) (-300/-400/ -500/ -600/-700/-800/				
	-900) (Includes STC ST03355AT) (Cont'd)				
	g) Window Lighting	В	1	0	 May be inoperative provided: a) Selected airspeed indications operate normally, b) Selected heading indications operate normally, c) Selected vertical speed indications operate normally, d) Selected altitude indications operate normally, and e) Selected course indications operate normally.
	keoff/Go-Around D/GA) Switches	С	2	1	One may be inoperative provided approach minimums do not require its use.
		С	2	0	 May be inoperative provided: a) Both thrust levers are operated manually for takeoff, and b) Autopilot and Flight Director are not used below Minimum Descent Altitude or 500 feet, whichever is higher. NOTE: Flight director go-around and windshear guidance are not available with both TO/GA switches inoperative.

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FEDERA	FEDERAL AVIATION ADMINISTRATION MASTER MINIMUM EQUIPMENT LIST									
AIRCRA	FT:				REV	ISION NO: 53	PAGE:			
B-737					DAT	E: 08/01/2009	22-8			
SYSTEM & 1. SEQUENCE ITEM NUMBER				2.	NUMB	NUMBER INSTALLED				
NOWBE	`				3.	NUMBER REQUIRED FOR DISPATCH				
22 - AUT	ΟF	LIGHT				4. REMARKS OR EXCEPTIONS				
18. ***		de Control Pai itch Lights	nel							
	1)	Autopilot Engage Swite Lights	ch							
		a) CWS	С	2	0					
		b) CMD	С	2	1					
			В	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.	/e			
	2)	Mode Selecto Switch Lights		-	0					
	3)	A/T ARM Sw Light	tch C	1	0					
19.	Anı Mo (-30	rust Mode nunciator/Thru de Display 00/-400/-500/ 0/-700/-800/-9		1	0	May be inoperative provided thrust mode limits a observed.	are			
20.		tomatic Landin stem	g							
***	1)	Fail Passive	С	1	0	May be inoperative provided approach minimum not require its use.	ns do			
***	2)	Fail Operatio (LAND 3) (-600/-700/-8 -900)		1	0	May be inoperative provided approach minimum not require its use.	ns do			
***	3)	AUTOLAND Light	С	2	0	(O) May be inoperative provided alternate proceare established and used.	edures			
			D	2	0	May be inoperative provided procedures do not its use.	require			

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FEDERA	AL AVIATION ADMINIS	ΓRΑΤΙ	ON		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT:			REV	REVISION NO: 55 PAGE			
B-737				DAT	DATE: 04/22/2011 23-1			
SYSTEN SEQUEN NUMBE	NCE ITEM	1.	2.	NUMB	SER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
23 - CO	MMUNICATIONS				4. REMARKS OR EXCEPTIONS			
1 1. ***	Flight Deck Speaker System	С	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Headset earphones or headphones associated with inoperative speaker(s installed and operate normally.			
2.	Passenger Address System (Includes STC ST10238SC)							
	Passenger Configuration	В	1	0	 (O) May be inoperative provided: a) Alternate, normal and emergency production and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio visual) operates normally. 	olished		
					NOTE: Any station function(s) that operates r may be used.	normally		
		С	1	0	 (O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency produced and/or operating restrictions are established. 			
					NOTE: Any station function(s) that operate no may be used.	rmally		
	a) Lavatory Speakers	С	-	0	(O) May be inoperative provided alternate produce are established and used.	cedures		
	b) Cabin Speakers	С	-	-	May be inoperative provided inoperative speak not adjacent to each other.	cers are		
					(Continued)			

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FEDERA	L AVIA	TION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:				REV	ISION NO: 55 PAGE:
B-737					DAT	E: 04/22/2011 23-2
SYSTEM & 1. SEQUENCE ITEM NUMBER			2.	NUMB	ER INSTALLED	
					3.	NUMBER REQUIRED FOR DISPATCH
23 - CON	MMUNIC	CATIONS				4. REMARKS OR EXCEPTIONS
2.	Syster	enger Address m (Includes GT10238SC) d)				
	C (C Si A	argo onfiguration Courier/ upernumerary ddress ystem)	С	1	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.
			D	1	0	May be inoperative provided procedures do not require its use.
	a)	Lavatory Speakers	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
			D	1	0	May be inoperative provided procedures do not require its use.
3.		nunication ms (VHF and	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.
	,	HF Comm ontrol Panels	С	-	-	One side of VHF Comm Control panel tuning function may be inoperative provided: a) Associated transceiver can be tuned from opposite side of control panel, and b) Associated transceiver operates normally.
***	a)	Active Frequency Light	С	-	0	
	b)	Frequency Transfer Switch	С	-	0	May be inoperative provided associated VHF active frequency can be selected.
			D	-	-	May be inoperative provided associated VHF radio is considered inoperative.
	c)	Frequency Selector Knob	С	-	2	
	d)	Frequency Indication	С	-	2	(Continued)

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FEDERAL AVIATION AD	MINISTRATI	ON		MASTER MINIMUM EQUIPMENT L	JIST	
AIRCRAFT:			REV	REVISION NO: 55 PAG		
B-737		i	DAT	E: 04/22/2011	23-3	
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMB	ER INSTALLED		
			3.	NUMBER REQUIRED FOR DISPATCH		
23 - COMMUNICATIONS	,			4. REMARKS OR EXCEPTIONS		
3. Communication Systems (VHF UHF) (Cont'd)						
*** 2) Radio Tuni Panels	ng C	3	2	One may be inoperative provided left radio tun panel operates normally.	ing	
a) Off-Side Tuning l		-	0			
4. Crewmember Interphone Sys	tem					
1) Passenger Configurati	on					
a) Flight [to Cabin Cabin t Flight [Function	n, o Deck	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight interphone functions operate normally least fifty percent of cabin handsets, a	on at and s	
				NOTE: Any station function(s) that operates r may be used.	ormally	
b) Cabin t Cabin Functio		2	0	(O) May be inoperative provided alternate communications procedures between affected attendant station(s) are established and used.	flight	
				NOTE: Any station function(s) that operate no may be used.	ormally	
	В	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions op normally on at least fifty percent of cabhandsets, and b) Alternate communications procedures between affected flight attendant static established and used.	oin on(s) are	
				NOTE: Any station function(s) that operates r may be used.	normally	
				(Continued)		

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FEDERAL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQU	IPMENT L	IST
AIRCRAFT:			REVISION NO: 55 PA			PAGE:
B-737			DAT	DATE: 04/22/2011 23-4		
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	ER INSTALLED		
			3.	NUMBER REQUIRED FOR DISPATO	Н	
23 - COMMUNICATIONS				4. REMARKS OR EXCEPTION	S	
4. Crewmember Interphone System (Cont'd)						
 Passenger Configuration (Cont'd) 						
c) Flight Deck to Ground Function (Includes CALL functions)						
(1) Large Turbojet Airplanes Operating Under 14 CFR 121	С	1	0	 (O) Flight interphone flight deck to gr flight deck function may be inoperation a) Alternate procedures are est used, and b) Nose gear/forward fuselage interphone jack operates nor 	ve provided ablished a service	d:
	С	1	0	 (O) Service interphone flight deck to flight deck function may be inoperative. a) Alternate procedures are est used, and b) Nose gear/forward fuselage jack operates normally. 	ve provided ablished a	d: Ind
	В	-	0	(O) May be inoperative provided alte are established and used.	rnate proc	edures
(2) All Other Aircraft/ Operations	С	-	0	(O) May be inoperative provided alte are established and used.	rnate proc	edures
	D	-	0	May be inoperative provided proceduits use.	ures do not	t require
				(Continued)		

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FEDERAL AVIATION ADMINIS			V	MASTER MINIMUM EQUIPMEN	FIIST	
AIRCRAFT:	IIIAII	ON	DEV	REVISION NO: 55 PAGE		
B-737			DAT		23-5	
SYSTEM &	1.				20-0	
SEQUENCE ITEM		2.	NUMB	ER INSTALLED		
NUMBER			3.	NUMBER REQUIRED FOR DISPATCH		
23 - COMMUNICATIONS				4. REMARKS OR EXCEPTIONS		
4. Crewmember Interphone System (Cont'd)						
Cargo Configuration						
a) Flight Deck to C Cabin, Cabin to Flight Deck Functions		-	0	(O) May be inoperative provided alternate, nemergency procedures and/or operating resare established and used.		
Turolions	D	-	0	May be inoperative provided procedures do its use.	not require	
b) Cabin to Cabin Function	D	-	0			
c) Flight Deck to Ground Function (Includes CALL functions)						
(1) Large Turbojet Airplanes Operating Under 14 CFR 121	С	1	0	(O) Flight interphone flight deck to ground/gright deck function may be inoperative provious). Alternate procedures are established used, and b) Nose gear/forward fuselage service interphone jack operates normally.	ded:	
	С	1	0	(O) Service interphone flight deck to ground flight deck function may be inoperative provia) Alternate procedures are establishe used, and b) Nose gear/forward fuselage flight in jack operates normally.	ded: d and	
	В	-	0	(O) May be inoperative provided alternate practice established and used.(Continued)	rocedures	

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FEDERA	L AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMENT	LIST		
AIRCRA	FT:			REV	ISION NO: 55	PAGE:		
B-737				DAT	E: 04/22/2011	23-6		
SYSTEN SEQUEN NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED			
				3.	. NUMBER REQUIRED FOR DISPATCH			
23 - CO	MMUNICATIONS				4. REMARKS OR EXCEPTIONS			
4.	Crewmember Interphone System (Cont'd)							
	Cargo Configuration (Cont'd)							
	c) Flight Deck to Ground Function (Includes CALL functions) (Cont'd)							
(2) All Other C Aircraft/ Operations			-	0	(O) May be inoperative provided alternate procedures are established and used.			
		D	-	0	May be inoperative provided procedures do n its use.	ot require		
5.	Cabin Attendant(s) Inter-Cabin Phone System				DELETED prior to Revision 27, relief incorpor Item 23-4.	rated into		
6. ***	Selective Call System (SELCAL)	С	1	0	(O) May be inoperative provided alternate pro are established and used.	ocedures		
		D	1	0	May be inoperative provided procedures do n its use.	ot require		
	1) Channels	С	-	0	(O) May be inoperative provided alternate pro are established and used.	ocedures		
		D	-	0	May be inoperative provided procedures do n its use.	ot require		
7.	Flight Interphone System							
	Flight Deck Intercom				DELETED by Revision 33. Relief incorporated Item 25-11.	d into		
	2) Flight Deck to Ground				DELETED by Revision 45, relief incorporated 23-4.	into Item		

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	PARTMENT OF TRA			N	MA OTED MINUM IM FOLUDIMENT			
	L AVIATION ADMIN	NISTRATI	ON		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT:				/ISION NO: 55	PAGE:		
B-737 SYSTEM	1 0	1.		DAT	E: 04/22/2011	23-7		
SEQUEN NUMBEI	NCE ITE		2.	NUMB	SER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
23 - CON	MMUNICATIONS				4. REMARKS OR EXCEPTIONS			
8. Forward Observer's Audio Selector Panel					DELETED Revision 33, relief incorporated in 25-11.	to Item		
9. ***	ACARS System	С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any portion of system that operates may be used.	normally		
		D	1	0	May be inoperative provided procedures do r its use.	not require		
	1) ACARS Printer	D	-	0	NOTE: Any portion of system that operates may be used.	normally		
	2) FMC Interface Function	С	-	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any portion of system that operates may be used.	normally		
		D	1	0	May be inoperative provided procedures do r its use.	not require		
					NOTE: Any portion of system that operates may be used.	normally		
10.	Cockpit Voice Recorder System (CVR)							
	Aircraft without Recorder Independent Power Supply (RIPS)	А	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight of			
					(Continued)			

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	AL AVIATION ADMINIST	_		IN .	MASTER MINIMUM EQUIPMENT LIST
AIRCRA		IXATI	ON	DEV	/ISION NO : 55 PAGE:
B-737	M 1.			DAT	
SYSTEM	1 &	1.			
SEQUEI NUMBE			2.	NUME	BER INSTALLED
NOMBE	N.			3.	NUMBER REQUIRED FOR DISPATCH
23 - CO	MMUNICATIONS				4. REMARKS OR EXCEPTIONS
10.	Cockpit Voice Recorder System (CVR) (Cont'd)				
***	2) Aircraft with Recorder Independent Power Supply (RIPS)(-600/ -700/-800/-900)	Α	1	0	 (M) May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) RIPS circuit breaker is pulled and collared, c) A 15 minute interval after pulling of the c/b is achieved before departure, and d) Repairs are made within three flight days.
					NOTE: CVR is inoperative with the RIPS c/b pulled and collared.
	a) Recorder Independent Power Supply (RIPS)	С	1	0	(M) May be inoperative provided:a) CVR operates normally, andb) RIPS battery is removed.
11. ***	High Frequency (HF) Communication System (Includes STC's ST02959AT and ST01837LA)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	-	1	 (O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over intended route of flight, and d) If Inmarsat Codes are not available while using SATCOM voice, prior coordination with appropriate ATS facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by appropriate ATS facility.

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	AL AVIATION ADMINIST			•	MASTER MINIMUM EQUIPMENT LIST						
AIRCRA	AFT:			REV	VISION NO: 55 PAGE:						
B-737				DAT	E: 04/22/2011 23-9						
SYSTEM SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	SER INSTALLED						
NOMBL	-IX			3.	NUMBER REQUIRED FOR DISPATCH						
23 - CO	MMUNICATIONS				4. REMARKS OR EXCEPTIONS						
12. ***	Emergency Locator Transmitter (ELT)										
	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.						
	2) Fixed ELTs										
a) Required by A 14 CFR			-	0	(M) May be inoperative provided:a) System is deactivated, andb) Repairs are made within 90 days						
		Α	-	0	May be missing provided repairs are made within 90 days						
b) Not Required D by 14 CFR		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.						
		D	-	-	Any in excess of those required by 14 CFR may be missing.						
13.	Flight Crew Audio Selector/Control Panels	A	2	1	 (O) Either Captain's or First Officer's audio control panel may be inoperative provided: a) Optional AUDIO transfer switch is installed and operates normally, b) Primary observer's audio control panel is located on aft electronics panel and operates normally, and c) Repairs are made within two flight days. 						
***	AUDIO Transfer Switch	С	1	0							
14.	Headsets/ Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.						
	Headset Boom Microphones										
	a) Cockpit Voice Recorder Equipped to Record Boom Microphone	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) Associated hand microphone is installed and operates normally, and c) Repairs are made within three flight days. (Continued)						

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FEDERA	L AVIATION ADM	IINISTRATI	ON		MASTER MINIMUM EQUIPMENT	LIST			
AIRCRA	FT:			REV	ISION NO: 55	PAGE:			
B-737				DAT	E: 04/22/2011	23-10			
SYSTEM & 1. SEQUENCE ITEM NUMBER			2.	NUMB	ER INSTALLED				
NOWBE	`			3.	NUMBER REQUIRED FOR DISPATCH				
23 - CON	MUNICATIONS				4. REMARKS OR EXCEPTIONS				
14.	Headsets/ Headphones (Cont'd.)								
	Headset Book Microphones (Cont'd)	m							
b) Cockpit Voice D Recorder Not Equipped to Record Boom Microphone			-	0	Any in excess of those required by 14 CFR minoperative.	nay be			
	2) Headset Earphones/ Headphones	С	-	1	Either Captain's or First Officer's headset earphones/ headphones may be inoperative provided associated flight deck speaker operates normally.				
15. ***	Pre-recorded Passenger Announcement System	С	1	(O) May be inoperative provided alternate procedure are established and used.					
		D	1	0	May be inoperative provided procedures do rits use.	not require			
16.	Push-To-Talk (P Switches	TT)							
	Control Whee PTT Switches		2	1	 (M) One may be inoperative provided: a) Associated audio selector panel PTT operates normally, and b) Affected switch is either verified failed deactivated. 				
	2) Flight Crew Audio Selecto Panel PTT Switches	C	2	1	 (M) One may be inoperative provided: a) Associated control wheel PTT switch normally, and b) Affected switch is verified failed operation. 	·			
***	3) Glareshield Panel PTT Switch(es)	С	-	0	(M) May be inoperative provided affected swi either verified failed open or is deactivated.	itch is			
		D	-	0	 (M) May be inoperative provided: a) Affected switch is either verified failer is deactivated, and b) Procedures do not require its use. 	d open or			

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FEDER	AL AVIATION ADI	MINISTRATI	ON		MASTER MINIMUM EQUIPMENT I	LIST			
AIRCRA	AFT:			REV	VISION NO: 55	PAGE:			
B-737				DAT	E: 04/22/2011	23-11			
SYSTEI SEQUE NUMBE	NCE I	1. ITEM	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
23 - CO	MMUNICATIONS				4. REMARKS OR EXCEPTIONS				
16.	Push-To-Talk (F Switches (Cont'								
***	Pendant Switch(es)	С	-	0	(M) May be inoperative provided affected switch either verified failed open or is deactivated.	ch is			
D			-	0	 (M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures are not based on its use. 				
17.	Flight Deck Har Microphones	nd C	-	0	May be inoperative or missing provided associated boom microphone operates normally.				
		D	-	0	Any in excess of those required for each person on flight deck duty may be inoperative or missing.				
18. ***	Satellite Communication System (SATC)		1	0	(O) May be inoperative provided alternate procedures are established and used.				
	dystem (d/tret	D	1	0	May be inoperative provided procedures do no its use.	ot require			
19.	Alerting System (Audio/Visual)	ı							
	Passenger Configuration	n							
	a) Flight Dec Call Visual Alerting		1	0	May be inoperative provided flight deck audio system operates normally.	alerting			
	System				NOTE: Flight deck audio alerting system mus be operative.	st always			
					(Continued)				

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FEDERAL AVIATION ADMINIST	RAII	ON	1		STER MINIMUM EC		
AIRCRAFT:				ISION NO :		55	PAGE:
B-737			DAT	E:	04/22/2011		23-12
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	BER INSTALLED)		
			3.	NUMBER REQU	JIRED FOR DISPA	ТСН	
23 - COMMUNICATIONS				4. REMA	RKS OR EXCEPTION	ONS	
19. Alerting System (Audio/Visual) (Cont'd)							
Passenger Configuration (Cont'd)							
b) Flight Attendant Visual Alerting System	В	1	0	a) PA sys b) If affect lavator lavator is insta c) Alterna	operative provided: stem operates normated visual alerting sory smoke detector alors smoke detector alors and operates note procedures for counts are established	ystem is use lerting, an allert (visual o ormally, and ontacting flig	lternate r audio) d
				con: Furr	senger to Attendant sidered Non-Essent nishing (NEF) item.	al Equipme	nt and
					visual alerting systerates normally may		s) that
c) Flight Attendant Audio Alerting System	В	1	0	a) PA sys b) If affect lavator lavator is insta c) Alterna	operative provided: stem operates normated audio alerting stry smoke detector alory smoke detector alorled and operates note procedures for cants are established	ystem is use lerting, an al lert (visual o ormally, and ontacting flig	lternate r audio d
				cons	senger to Attendant sidered Non-Essent nishing (NEF) item.		
					audio alerting systerates normally may		s) that
				(Continued)			

TRANSPOR'	TATIOI	N				
MINISTRAT	ON		MASTER MINIMUM EQUIPMENT LIST			
		REV	ISION NO: 55	PAGE:		
		DAT	E: 04/22/2011	23-13		
	2.	NUMBER INSTALLED				
	-	3.	NUMBER REQUIRED FOR DISPATCH			
3			4. REMARKS OR EXCEPTIONS			
n						
n						
	1	0	May be inoperative provided flight deck audio alerting system operates normally.			
b) Flight Deck Call D 1 0 May be inoperative provided courier/supernumerary compartment remains unoccupied.						
	1	0	 (O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used. 			
D 1 0 May be inoperative provided courier/s compartment remains unoccupied.				nerary		
			NOTE: Any visual alerting system function(s) operates normally may be used.	that		
	1	0	 ((O) May be inoperative provided: a) Courier/supernumerary address systematics operates normally, and b) Alternate procedures are established used. 			
D	1	0	May be inoperative provided courier/supernun compartment remains unoccupied.	nerary		
			NOTE: Any audio alerting system function(s) to operates normally may be used.	hat		
	1. ITEM Call Bearary ting Bearary ting Bearary ting	TITEM 1. 2. So a large of the streng and the stre	TITEM 1. 2. NUMB 3. Series Call B 1 0 Grary ting D 1 0 Perary ting B 1 0	REVISION NO: 55 DATE: 04/22/2011 1. 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 1. 1. 0 May be inoperative provided flight deck audio system operates normally. 3. Call D 1 0 May be inoperative provided courier/supernuncompartment remains unoccupied. 4. (O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established used. D 1 0 May be inoperative provided: a) Courier/supernumerary address system operates normally and b) Alternate procedures are established used. D 1 0 May be inoperative provided: a) Courier/supernumerary address system operates normally may be used. NOTE: Any visual alerting system function(s) in operative provided courier/supernumerary address system operates normally, and b) Alternate procedures are established used. NOTE: Any audio alerting system function(s) in operative provided courier/supernumerary address system operates normally and b) Alternate procedures are established used. NOTE: Any audio alerting system function(s) in the procedure of the provided courier/supernumerary address system function(s) in the procedure of the provided courier/supernumerary address system operates normally and b) Alternate procedures are established used.		

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FEDERAL AVIATION			V	MASTER MINIMUM EQ	I IIDMENIT I	IST	
AIRCRAFT:		ON	REVISION NO :			PAGE:	
B-737			DAT		55	23-14	
SYSTEM &	1.					20 14	
SEQUENCE NUMBER	ITEM	2.	NOMB	ER INSTALLED			
NOWIDER			3.	NUMBER REQUIRED FOR DISPAT	ГСН		
23 - COMMUNICATIO	NS			4. REMARKS OR EXCEPTION	NS		
23 - COMMONICATIO	NO			4. KLWIAKKO OK LAGEI HO	7110		
20. Handset Sy	rstems						
1) Passenge Configura							
a) Flight D	Deck C	1	0	 (O) May be inoperative provided: a) Flight deck to cabin common normally, and b) Alternate procedures are expected. 			
	D	1	0	May be inoperative provided proce its use.	dures do no	t require	
b) Cabin	-	-	 (O) May be inoperative provided: a) Fifty percent of cabin hand normally, and b) Alternate communication p affected flight attendant statestablished and used. NOTE 1: An operative handset at a attendant seat shall not be 	procedures bation(s) are	etween ve flight		
				fifty percent requirement. NOTE 2: Any handset functions that operate normally may be used.			
2) Cargo Configura	ation						
a) Flight De	eck C	1	0	(O) May be inoperative provided fli supernumerary communication ope	_		
	D	1	0	May be inoperative provided proce its use.	dures do no	t require	
b) Courier/ Supernu		-	1				
	D	-	0	May be inoperative provided courie compartment remains unoccupied.		erary	

U.S. DEF	PARTMENT OF TRA	ANSPOR	ΓΑΤΙΟΙ					
	L AVIATION ADMI				MASTER MINIMUM EQUIPMENT I	LIST		
AIRCRA	FT:			REV	/ISION NO: 55	PAGE:		
B-737				DAT	E: 04/22/2011	23-15		
SYSTEM SEQUEN NUMBER	ITE ITE	1. :M	2.	NUME	BER INSTALLED			
				3.	3. NUMBER REQUIRED FOR DISPATCH			
23 - CON	MUNICATIONS				4. REMARKS OR EXCEPTIONS			
21. Electronic Visual A *** Surveillance Systems (All Installed Systems)		А	1	0	(O) May be inoperative and components may missing provided: a. Alternate procedures are established a used, and b. Repairs are made within three flight da NOTE: Any portion of the system which opera normally may be used.	and ays.		
		С	1	0	(O) May be inoperative and components may be missing provided: a. The flight deck door viewing port is installed and operates normally, and b. Alternate procedures are established and used.			
					NOTE: Any portion of the system which opera normally may be used.	tes		
		D	1	0	May be inoperative and components may be r provided procedures do not require its use.	nissing		
	All Cargo Configuration	С	1	0	May be inoperative provided courier/supernum compartment remains empty.	nerary		
		D	1	0	May be inoperative and components may be miss provided procedures do not require its use.	sing		
22. ***	Electronic Voice Checklist	С	1	0	(O) May be inoperative provided alternate produce are established and used.	cedures		
23.	Multipurpose Interactive Display Unit (MIDU)	С	1	0	(O) May be inoperative provided alternate produce are established and used for affected subsystems.			
24.	Landscape Camer System (-800EF STC ST02000NY)		1	0				
	1) Dome Camera	D	1	0	(M) May be inoperative or missing.			

U.S. DEP	PARTI	MENT OF TRANS	PORT	ATION	1					
FEDERA	L AVI	ATION ADMINIST	RATI	NC		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:				REV	ISION NO: 55 PAGE:				
B-737					DAT	E: 04/22/2011 23-16				
SYSTEM SEQUEN NUMBER	ICE	ITEM	1.	2.	NUMB	NUMBER INSTALLED				
					3.	NUMBER REQUIRED FOR DISPATCH				
23 - COM	1MUN	ICATIONS				4. REMARKS OR EXCEPTIONS				
25. ***	Infor Repo	mated Flight mation orting System	С	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of system that operates normally				
	(AFIRS) (STC's ST10345SC and ST02361NY)					may be used.				
			D	1	0	May be inoperative provided procedures do not require its use.				
						NOTE: Any portion of system that operates normally may be used.				
***	Ś	lobal Voice ATCOM ST02361NY)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
			D	1	0	May be inoperative provided procedures do not require its use.				
	a)	Cockpit Dialer Pad	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
			D	1	0	May be inoperative provided procedures do not require its use.				
	b)	Flt Compt. Handset	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
			D	1	0	May be inoperative provided procedures do not require its use.				
	c)	Pax Compt. Handset	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
			D	1	0	May be inoperative provided procedures do not require its use.				
***		lobal essaging ST02361NY)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
			D	1	0	May be inoperative provided procedures do not require its use.				
						NOTE: Any portion of the system that operates normally may be used.				

AIRCRAFT: B-737 SYSTEM & SEQUENCE ITEM NUMBER 23 - COMMUNICATIONS 26. Avionica SecureLINK Airborne Wireless Router (STC03151AT) 26. NOTE: Any mode that operates normally may be used.	U.S. DEPARTMENT OF TRANSPOR		N					
B-737 SYSTEM & SEQUENCE ITEM NUMBER 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 26. Avionica secureLINK Airborne Wireless Router D 1 0 May be inoperative provided procedures do not require its use. NOTE: 04/22/2011 23-17 AUGUSTAN NUMBER INSTALLED MAY DE INSTALLED NOTE: Any mode that operates normally may be used.		ΓΙΟΝ	-		MASTER MIN	IIMUM EQU	1	
SYSTEM & SEQUENCE ITEM NUMBER 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 26. Avionica secureLINK Airborne Wireless Router 1 0 May be inoperative provided procedures do not require its use. NOTE: Any mode that operates normally may be used.							55	
SEQUENCE NUMBER INSTALLED 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 26. Avionica D 1 0 May be inoperative provided procedures do not require its use. *** secureLINK Airborne Wireless Router NOTE: Any mode that operates normally may be used.		1	DAT	ΓΕ: 	04/2	22/2011		23-17
23 - COMMUNICATIONS 4. REMARKS OR EXCEPTIONS 26. Avionica D 1 0 May be inoperative provided procedures do not require its use. *** secureLINK Airborne Wireless Router NOTE: Any mode that operates normally may be used.	SEQUENCE ITEM	2.	NUME	BER INSTAL	LED			
26. Avionica D 1 0 May be inoperative provided procedures do not require its use. *** secureLINK Airborne Wireless Router NOTE: Any mode that operates normally may be used.			3.					
*** secureLINK Airborne Wireless Router its use. NOTE:Any mode that operates normally may be used.	23 - COMMUNICATIONS			4. RE	MARKS OR I	EXCEPTION	IS	
	*** secureLINK Airborne Wireless Router			its use.				•

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	_ AVIATION ADM	INISTRATI	ON		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:					REVISION NO: 53 PAGE:					
B-737			1	DAT	E: 08/01/2009	24-1				
SYSTEM SEQUEN NUMBER	CE IT	1. EM	2.	NUME	BER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
24 - ELEC	CTRICAL POWER				4. REMARKS OR EXCEPTIONS					
1.	Engine Driven Generator Syster	ns								
	1) (-100/-200/-30 -400/-500)	0/ B	2	1	 (M)(O) Except for ER operations, may be inoperated: a) APU generator operates normally and throughout flight, and b) An APU fuel heater is installed. 					
		В	2	1	 (M)(O) Except for ER operations, may be inoperated: a) APU generator operates normally and throughout flight, and b) Fuel temperature is maintained at or a degrees F (0 degrees C). 	is used				
	2) (-600/-700/-80 -900)	00/ B	2	1	(M)(O) Except for ER operations, may be inoperated APU generator operates normally and used throughout flight.					
	3) (-700/-800 with APU serial numbers P-75 and lower, or 7638 and Higher; or upon incorporation Honeywell Service Bullet 131-49-7949, Production Equivalent)	34 P- on of			DELETED Revision 53					
	4) (-700/-800 wit APU serial numbers P-75 through P-763 prior to incorporation Honeywell Service Bullet 131-49-7949)	35 7 of			DELETED Revision 53					
2.	APU Generator System	С	1	0	Except for ER operations, may be inoperative.					

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FEDERA	L AVIATION ADMINIST	[RATI	ON	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	ISION NO: 53 PAGE:			
B-737				DATI	E: 08/01/2009 24-2			
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMBI	ER INSTALLED			
				3. I	NUMBER REQUIRED FOR DISPATCH			
24 - ELE	CTRICAL POWER				4. REMARKS OR EXCEPTIONS			
3.	Engine Driven Generator LOW OIL PRESSURE/DRIVE Lights							
	1) (-100/-200/ -300/-400/-500)	С	2	0	LOW OIL PRESSURE/DRIVE lights and associated generator low oil pressure switches may be inoperative provided associated HIGH OIL TEMP light and oil temperature indicator operate normally.			
	2) (-600/-700/ -800/-900)	С	2	0	DRIVE lights and associated generator low oil pressure switches may be inoperative.			
4.	Engine Driven Generator Oil Temperature Indicator Systems (-100/-200/-300/ -400/-500)	С	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and HIGH OIL TEMP light operate normally.			
5.	Engine Driven Generator HIGH OIL TEMP Lights (-100/-200/-300/ -400/-500)	С	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and oil temperature indicator operate normally.			
6.	Transformer Rectifiers							
	1) No. 2 TR (-100/ -200)	В	1	0	Except for ER operations, may be inoperative provided: a) All DC busses and all generators (including APU generator) operate normally, and b) APU generator can be electrically connected to either bus.			
7.	Frequency Meter	С	1	0				
8.	AC Volts Indication	В	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.			
	1) Residual Voltage Function (-100/-200/-300/ -400/-500)	С	1	0				
9.	AC Ammeters	С	-	0	May be inoperative provided associated generator off bus lights operate normally.			

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	L AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST
AIRCRA		111/411	ON	DEV	ISION NO: 53 PAGE:
B-737	г.			DAT	
SYSTEM	1 &	1.			
SEQUEN NUMBER	NCE ITEM		2.	NUMB	ER INSTALLED
NOMBE	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH
24 - ELE	CTRICAL POWER				4. REMARKS OR EXCEPTIONS
10.	Generator System Annunciator Panel (-100/ -200/-300/ -400/-500)	С	1	0	
11.	External Power System	С	1	0	NOTE: Any portion of system which operates normally may be used.
***	1) DC Receptacle	D	1	0	
12.	GEN OFF BUS Lights	С	2	1	One may be inoperative provided associated generator AC ammeter operates normally.
13. ***	Galley Load Shed Sensor Module (-300/-400/-500)	С	1	0	May be inoperative provided GALLEY Power Switch remains OFF when APU is being used to power both generator busses on ground.
14. ***	BAT DISCHARGE Light	С	1	0	
15. ***	TR UNIT Light	С	1	0	
16. ***	ELEC Light				
	1) (-300/-400/-500)	С	1	0	(O) May be inoperative provided:a) Standby Power Test is accomplished, andb) Battery Charger is verified to operate normally.
	2) (-600/-700/-800/ -900)	С	1	0	 (O) May be inoperative provided: a) Standby Power Test is accomplished once each flight day, and b) Battery Charger is verified to operate normally.
17.	DC Ammeter Indication	В	1	0	 (O) May be inoperative provided: a) BAT position operates normally, b) Standby Power Test is accomplished, and c) Procedures do not require its use.
18.	DC Volts Indication	В	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.

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FEDERA	L AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPME	NT LIST	
AIRCRA	FT:			REV	REVISION NO: 53 PA		
B-737				DAT	E: 08/01/2009	24-4	
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED		
NOWIDE	N.			3.	NUMBER REQUIRED FOR DISPATCH		
24 - ELE	CTRICAL POWER				4. REMARKS OR EXCEPTIONS		
19.	APU GEN OFF BUS Light	С	1	0	May be inoperative provided: a) APU frequency meter operates normally.	ally, and	
20.	Cabin Power Switch (Jet Aviation Engineering Services, (JAES))	В	1	0	(M) May be inoperative provided procedures a established and used to deactivate cabin pow	are er.	
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U.S. DEPARTMENT OF TRANSF			N	NAA	STER MINIMUM	LEGUIDME	NT LIST
AIRCRAFT:	KAII	JIN	PEV	ISION NO :	STER WIINIWIUW	55	PAGE:
B-737			DAT		04/22/2011	55	25-1
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.		ER INSTALLED			
- Nomber			3.	NUMBER REQUIR	ED FOR DISPAT	гсн	
25 - EQUIPMENT AND FURNISHINGS				4. REMARKS	S OR EXCEPTION	ONS	
1. Megaphones (Includes STC's SA2969SO, and ST10238SC)	D	-	-	passenge	sing provided: e megaphone is r cabin, and distribution is ma	removed fro	
2. Crewmember Shoulder Harness (Flight Deck)				DELETED Revision 25-11.	on 33, relief incor	porated into	ltem
3. Flight Attendant Seat Assembly (Single or Dual Position)							
1) Required Flight Attendant Seats	В			occupied, b) Flight atte seat(s) oc attendant most acce to most ef c) Alternate pused as poor d) Folding type secured in e) Passenge placarded ONLY". NOTE 1: An autom automatic	e provided: eat or seat asser ndant(s) displace cupies either an seat or passenge essible to inopera fectively perform procedures are e ublished in crewr pe seat stows au n retracted position r seat assigned to "FOR FLIGHT A atic folding seat eatly is considered	mbly is not ed by inoper adjacent fliger seat whice ative seat(s) assign dutive established and anothers methomatically on, and another flight attent attent that will not d inoperative or	rative ght ch is , so as es, and anuals, or is ndant is T USE stow ee. missing

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		/IATION ADMINIST			N MASTER MINIMUM EQUIPMENT LIST					
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B-737					DAT					
SYSTEM			1.	2.		ER INSTALLED				
SEQUEN NUMBE		ITEM		۷.	INOIND	LN INGTALLED				
11011152	•				3.	NUMBER REQUIRED FOR DISPATCH				
		MENT AND SHINGS				4. REMARKS OR EXCEPTIONS				
3.	Sea (Sir	ght Attendant at Assembly ngle or Dual sition) (Cont'd)	-							
	1)	Required Flight Attendant Seats (Cont'd)				NOTE 3: Individual operators, when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met.				
						NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to adjacent seat, adjacent seat must operate normally.				
	2)	Excess Flight Attendant Seats	С	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in retracted position.				
						NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.				
						NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.				
	3)	All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.				
***	4)	Seat Cushion Heating System	D	-	0	(M) May be inoperative provided heating system is deactivated.				
4.		bin Window ades	D	-	0	May be inoperative in a compartment used for cargo provided AFM Limitations are observed.				
						NOTE: Passenger Cabin Window Shades in compartments configured for passengers only are considered a passenger convenience item.				

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FEDERAL AVIATION ADMINISTR AIRCRAFT:	KAII	ON	DE/	MASTER MINIMUM EQUIPMENT LIST /ISION NO : 55 PAGE:
B-737			DAT	
SYSTEM & SEQUENCE ITEM	1.	2.		SER INSTALLED
NUMBER			3.	NUMBER REQUIRED FOR DISPATCH
25 - EQUIPMENT AND FURNISHINGS				4. REMARKS OR EXCEPTIONS
5. Cargo Compartment Restraint Components	Α	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
	С	-	-	May be inoperative or missing provided associated cargo compartment remains empty.
	С	-	-	May be inoperative or missing provided pallet with inoperative lock(s) is removed.
1) Passenger Pallets (737C, -300 QC, and -700C)	С	-	-	 (M) One lock per pallet may be inoperative provided: a) Three seats in group associated with lock are blocked by folding and securing backrests in a forward position, and b) If more than one lock is inoperative, pallet must be removed.
				NOTE: If a pallet lock cover is broken or missing, associated lock is considered inoperative.
2) Cargo Pallet Locks (Pemco 737 F/QC and COMBI)	С	-	-	(M)(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
6. Passenger Seat(s) (Includes STC ST10238SC)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".
				NOTE 1: A seat with an inoperative seat belt is considered inoperative.
				NOTE 2: Inoperative seat(s) does not affect required number of Flight Attendants.
				NOTE 3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.
				(Continued)

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FEDERAL AVIATION ADMINISTR	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REV	VISION NO: 55 PAGE:
B-737			DAT	E: 04/22/2011 25-4
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	ER INSTALLED
TOMBER			3.	NUMBER REQUIRED FOR DISPATCH
25 - EQUIPMENT AND FURNISHINGS				4. REMARKS OR EXCEPTIONS
6. Passenger Seat(s) (Includes STC ST10238SC) (Cont'd)				
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in upright position.
	D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
2) Arm Rests				
a) Armrest with Recline Mechanism	D	-	-	 (M) May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, b) Arm rest does not restrict any passenger from access to main aircraft aisle, and c) If armrest is missing, seat is secured in full upright position.
b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, and b) Arm rest does not restrict any passenger from access to main aircraft aisle.
3) Underseat Baggage Restraining Bars	С	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.
4) Electrical/ Electronic Systems/ Components				DELETED Revision 49.
7. Second Observer Seat				MOVED to Item 25-11 prior to Revision 30.
8. Flight Deck Door Lock Solenoid				MOVED to Item 52-8 prior to Revision 30.

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FEDERAL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:			REV	REVISION NO: 55 PA					
B-737			DAT	E: 04/22/2011	25-5				
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	ER INSTALLED					
			3.	NUMBER REQUIRED FOR DISPATCH					
25 - EQUIPMENT AND FURNISHINGS				4. REMARKS OR EXCEPTIONS					
9. "Fasten Seat Belts While Seated" Signs or Placards	С	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visit from each occupied passenger seat.					
10. Non-Essential *** Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provious that item(s) is deferred in accordance with operative NEF deferral program. NEF program, procedure processes must be outlined in operator's appropriate document. (M) and (O) procedures, if required, be available to flight crew and included in operation appropriate document. NOTE: Exterior lavatory door ash trays are not appropriated NEF items.	ator's es, and oriate must tor's				
11. Observer Seat(s)				considered NEF items.					
1) Primary Observer's Seat (Including Associated Equipment)	Α	1	0	May be inoperative provided: a) A passenger seat in passenger cabin is available to an FAA inspector for perfor of official duties, and b) Repairs are made within two flight days	mance				
	A	1	0	May be inoperative provided: a) Second observer's seat is available to a inspector for performance of official dut and b) Repairs are made within two flight days (Continued)	ies,				

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FEDERAL	AVIATION ADMIN	IISTRATI	ON		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAF	T:			REVISION NO: 55				PAGE:		
B-737				DAT	E:	04/22/2011		25-6		
SYSTEM SEQUEN NUMBER	CE ITE	1. M	2.	NUMB	NUMBER INSTALLED					
				3.	NUMBER REQUIR	ED FOR DISPAT	СН			
	IIPMENT AND NISHINGS				4. REMARKS	S OR EXCEPTIO	NS			
	Observer Seat(s) (Cont'd)									
	1) Primary Observer's Sea (Including Associated Equipment) (Cont'd)	t								
		A	1	0	belt and of b) Seat is acceptable NOTE 2: Pilot-in-C safety education by Seat is acceptable belt and of the performance of the	minimum safety of byggen) is available ceptable to an FAnce of official dution made within two rovisos are intended by a safety belt) is reported by the control of the con	le, AA inspecto es, and of flight day led to provid by an FAA safety equip functional ditions to be ermine if mi onal for othe	r for s. de for ment and nimum er		
***	2) Second Observer's Sec (Including Associated Equipment)	D at	1	0	NOTE: Pilot-in-Co safety equipment i authorized to occu	is functional for ot	her persons			
***	3) Crotch Straps	С	-	0						
12. ***	Emergency Flashlight Holders/ Flashlights	,								
	1) Cabin	С	-	-	May be inoperative assigned to affecte flashlight readily a (Continued)	ed position has a				

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FEDERA	L AVIATION ADMINIST	RATI	ON	-	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	REVISION NO: 55 PAG				
B-737			-	DAT	E: 04/22/2011	25-7			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMBER INSTALLED					
	-			3.	NUMBER REQUIRED FOR DISPATCH				
25 - EQUIPMENT AND FURNISHINGS					4. REMARKS OR EXCEPTIONS				
12. ***	Emergency Flashlight Holders/ Flashlights (Cont'd)								
	2) Flight Deck	С	-	-	May be inoperative or missing provided crewm assigned to affected position has a normally of flashlight readily available.				
13 ***.	Emergency Evacuation Signal System	С	1	0	(O) May be inoperative provided alternate produce are established and used.	edures			
		D	1	0	May be inoperative provided procedures do no its use.	t require			
14.	Main Deck Cargo 9G Barrier Net								
	1) (737F and QC) (PEMCO World Air Services, Inc.)	С	1	1	One net attachment, at any location, may be be missing provided maximum loading on main de reduced to 34,650 lb.	roken or eck is			
					NOTE: Not required for all-passenger operation	ons.			
	2) (-700C and -700 Combi)	С	1	0	In cargo mode, may be missing or net attachm may be broken or missing provided approved of loading limits in Weight and Balance Control at Loading Manual are observed.	cargo			
					NOTE: Not required for all-passenger operation	ons.			
		D	1	0	May be missing or net attachments may be bromissing provided associated cargo compartment remains empty.				
					NOTE: Not required for all-passenger operation	ons.			
					(Continued)				

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FEDERA	L AVIATION ADMINIST	RATI	ON	MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:			REV	ISION NO: 55 PAGE:				
B-737				DAT	E: 04/22/2011 25-8				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
	JIPMENT AND RNISHINGS				4. REMARKS OR EXCEPTIONS				
14.	Main Deck Cargo 9G Barrier Net (Cont'd)								
	3) (STC ST01566LA)	С	1	1	In cargo mode only one attachment may be broken or missing provided: a) There are no visible defects on remaining net fittings, and b) Maximum allowable load limits are observed.				
		D	1	0	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty.				
					NOTE: Not required for all-passenger operations.				
15.	Heating Blankets				MOVED to Item 21-41 in Revision 33.				
16.	Lower Cargo Compartment Lining Panels and Floor Panels	С	-	-	(M)(O) May be damaged or missing provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.				
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.				
17.	Emergency Medical Equipment (Includes STC ST10238SC)								
	1) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	 (O) If more than one is required by 14 CFR, only one required first aid kit may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles. 				
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.				
					(Continued)				

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FEDERAL A	AVIATION ADMINIS	ΓRΑΤΙ	ON		MASTER MINIMUM EQUIPME	NT LIST		
AIRCRAFT	:			REV	ISION NO: 55	PAGE:		
B-737				DAT	DATE: 04/22/2011 25-9			
SYSTEM & SEQUENCI NUMBER		1.	2.	NUMB	ER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
· ·	PMENT AND ISHINGS				4. REMARKS OR EXCEPTIONS			
E (I S	Emergency Medical Equipment ncludes STC ET10238SC) Cont'd)							
2) Emergency Medical Kit (EMK) and/or Associated Equipment	Α	-	0	 (O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will id as a unit that can not be mistaken for a serviceable unit, and b) Repairs or replacements are made with flight cycles. 	lentify it fully		
		D	-	-	Any in excess of those required by 14 CFR main incomplete, missing or inoperative.	ay be		
3) Augmented Emergency Medical Kit				DELETED Revision 46.			
4) Automatic External Defibrillators (AED) and/or Associated Equipment	Α	-	0	 (O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will id as a unit that can not be mistaken for a serviceable unit, and b) Repairs or replacements are made with flight cycles. 	entify it fully		
		D	-	-	Any in excess of those required by 14 CFR main incomplete, missing or inoperative.	ay be		
(0	lotation Equipment Crew and Passengers)	D	-	-	Any in excess of those required by 14 CFR main inoperative or missing provided required distribution maintained.			
	Inderseat Baggage Restraining Bars				MOVED to item 25-6 in Revision 39.			

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FEDERAL	AVIATION ADMINISTE	RATI	ON		MASTER MINIMUM EQUIPMENT L	JIST
AIRCRAFT	Γ:			REV	ISION NO: 55 P	AGE:
B-737				DATE: 04/22/2011 2		
SYSTEM 8 SEQUENC NUMBER		1.	2.	NUMB	ER INSTALLED	
NUMBER				3.	NUMBER REQUIRED FOR DISPATCH	
	PMENT AND NISHINGS				4. REMARKS OR EXCEPTIONS	
	Exterior Lavatory Door Ashtrays					
1	Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	Α	-	-	One may be missing provided it is replaced within calendar days.	10
2	2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	Α	1	0	May be missing provided it is replaced within 3 calendar days.	
21. F	Flight Crew Seats					
1	I) Recline Mechanism	Α	2	0	(M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within two flight days	
2	2) Vertical Adjustment	Α	2	0	(M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within two flight days.	
3	3) Armrests	В	4	0	(M) May be inoperative in up position or removed provided seat is acceptable to affected crewmembers	er.
2	4) Lumbar/Thigh Supports	С	4	0	May be inoperative provided seat is acceptable to affected crewmember.	
*** [5) Headrests	С	2	0	May be inoperative or missing provided seat is acceptable to affected crewmember.	

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U.S. DEPARTMENT OF TRANS	PORT	ΓΑΤΙΟ	N					
FEDERAL AVIATION ADMINIST	RATI	ON	-	MASTER MINIMUM EQUIPMENT LIS	ST			
AIRCRAFT:			RE	VISION NO: 55 PA	GE:			
B-737		·	DA	DATE: 04/22/2011 25-11				
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLED				
			3.	NUMBER REQUIRED FOR DISPATCH				
25 - EQUIPMENT AND FURNISHINGS				4. REMARKS OR EXCEPTIONS				
22. Galley/Lavatory Waste Receptacle Access Doors/ Covers								
1) Galley Waste Receptacle Access Doors/ Covers	С	-	-	 (M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waster introduction into compartment, and c) Procedures are established to ensure that sufficient galley/lavatory waste receptacles are available to accommodate all waste that may be generated during flight. 	·e			
2) Lavatory Waste Receptacle Access Doors/ Covers	С	-	-	 (M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waster introduction into compartment, c) Lavatory is used only by crewmembers, and d) Associated lavatory entrance door is locked closed and placarded: INOPERATIVE – DO NOT ENTER. NOTE: These provisions are not intended to prohibit 	9			
23. Automatic Cargo *** Loading Systems	D	-	0	lavatory use or inspection by crewmembers. NOTE: Any portion of system(s) that operates normally may be used.				
24. Overhead Storage *** Bin(s)/Cabin and Galley Storage	С	-	-	 (M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Associated bin or compartment is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead storage compartment, if no partitions are installed, entire overhead storage compartment is considered one compartment (Continued) 	d ge			

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FEDERA	L AVIATION ADMINI	STRATI	ON		MASTER MINIMUM	EQUIPMEN	NT LIST
AIRCRA	FT:			REV	ISION NO:	55	PAGE:
B-737				DAT	E: 04/22/2011		25-12
SYSTEM SEQUEN NUMBER	ICE ITEN	1.	2.	NUMB	ER INSTALLED		
	`			3.	NUMBER REQUIRED FOR DISPAT	СН	
	JIPMENT AND RNISHINGS				4. REMARKS OR EXCEPTIO	NS	
24.	Overhead Storage Bin(s)/Cabin and Galley Storage (Cont'd)						
		С	-	-	 (M)(O) May be inoperative provided a) Affected door(s) is remove doors, secured in the retration position, b) Associated bin or comparts storage of any item(s) excerpermanently affixed, c) Associated bin or comparts placarded DO NOT USE, d) Procedures are established crew members and passer bins, and e) Passengers are briefed that compartment is not used. 	d or, for retr cted (fully op ment is not u ept for those ment is pron d and used ngers of inop	used for endinger in the contract of the contr
					NOTE 1: For overhead storage conceptions are installed, estorage compartment is compartment.	ntire overhe	ad İ
					NOTE 2: Any emergency equipme associated compartment affixed) is available for u	(permanen	
	Multi Latch/Quarter- Turn Lug Installations	С	-	-	One latch/lug per compartment may provided: a) Remaining latch(es)/lug(s) compartments operate nor b) If affected compartment is cart, cart remains empty.	on affected mally, and	
***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unloc provided doors can be secured by o		
25. ***	Beds (Electrical Operation) (Jet Aviation Engineering Services, (JAES))	С	-	0	May be inoperative provided manual operates normally.	al override s	ystem

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Τ:		<u> </u>	1	MASTER MINIMUM EQUIPMEN	T LIST			
			REV	ISION NO: 55	PAGE:			
			DAT	DATE: 04/22/2011 25-13				
& CE ITEM	1.	2.	NUMB	UMBER INSTALLED				
			3.	NUMBER REQUIRED FOR DISPATCH				
PMENT AND NISHINGS				4. REMARKS OR EXCEPTIONS				
Tables (Electrical Operation) (Jet Aviation Engineering Services, (JAES))	С	-	0	May be inoperative provided manual override sy operates normally.	/stem			
	С	-	0	May be inoperative provided seats at associated inoperative table are not occupied.	d			
Crash Pads (Jet Aviation Engineering Services, (JAES))	С	-	0	May be inoperative or missing provided associa seat adjacent to crash pad is not occupied.	ted			
Emergency Vision Assurance System (EVAS) (STC SA00892LA)	С	2	0					
Secondary Door Barrier (Flight Deck Security)	С	1	0	(O) May be inoperative provided: a) Barrier remains in retracted position, and b) Alternate procedures are established an used.				
	С	1	0	(M)(O) May be inoperative provided: a) Barrier is removed, and b) Alternate procedures are established an used.	d			
	D	1	0	May be inoperative provided procedures do not its use.	require			
Security Kit and/or Associated Equipment	D	-	0	May be inoperative, missing, or have missing equipment.				
	PMENT AND IISHINGS Fables (Electrical Operation) (Jet Aviation Engineering Services, (JAES)) Crash Pads (Jet Aviation Engineering Services, (JAES)) Emergency Vision Assurance System EVAS) (STC SA00892LA) Secondary Door Barrier (Flight Deck Security)	PMENT AND IISHINGS Fables (Electrical Departion) (Jet Aviation Engineering Services, (JAES)) Crash Pads (Jet Caviation Engineering Services, (JAES)) Emergency Vision Assurance System EVAS) (STC SA00892LA) Secondary Door Barrier (Flight Deck Security) C Security Kit and/or Associated	PMENT AND IISHINGS Fables (Electrical Operation) (Jet Aviation Engineering Services, (JAES)) Crash Pads (Jet Caviation Engineering Services, (JAES)) Emergency Vision Cassurance System EVAS) (STC SA00892LA) Secondary Door Cascrier (Flight Deck Security) Call Deck Security (Security Kit and/or Associated Deck Security Cassociated Cassoci	Tables (Electrical C - 0 Depration) (Jet Aviation Engineering Services, (JAES)) Crash Pads (Jet C - 0 Crash Pads (JAES)) Emergency Vision C 2 0 Crash EVAS) (STC Crash Company Com	Security Kit and/or Deck Content of the procedures of the provided of the procedure of the provided of t			

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	L AVIATION ADMINI	SIKAII	ON	DEV	MASTER MINIMUM EQU	1	PAGE:		
AIRCRA	FI:				REVISION NO: 55 DATE: 04/22/2011				
B-737 SYSTEM	1 &	1.			DATE: 04/22/2011 26-1				
SEQUEN NUMBER	NCE ITEM		2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
26 - FIRE	PROTECTION				4. REMARKS OR EXCEPTIONS				
1.	Engine and APU Fire Extinguisher Discharge Lights	С	3	0					
2.	Engine Overheat and Fire Detection Systems								
	1) Basic Systems (-100/-200)	С	4	2	(M) One overheat detection system or of detection system per engine may be incorprovided operative system is tested and normally before each departure	perativ			
	2) Dual Loop	С	4	2	(O) Except for ER operations beyond 13 one loop (A or B) per engine may be incomed by the control of the contro				
3.	Portable Fire Extinguishers	D	-	-	 (M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. 				
4.	Wheel Well Fire Detection System	С	1	0	(M) May be inoperative provided brake monitoring system (BTMS) operates no		ature		
		С	1	0	(M)(O) May be inoperative provided bra inspected and are cool to touch before				
					NOTE: In case of engine failure after Vais prime consideration, and land be retracted normally until performith gear down is not a problem consider possibility of ice accumassociated with delayed raising or lowering landing gear during operations.	ing gea rmance . Pilots rulation of landi	er should e penalty must on gear		

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPME	NT LIST	
AIRCRA	FT:			REV	ISION NO: 55	PAGE:	
B-737				DAT	E: 04/22/2011	26-2	
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	BER INSTALLED		
HOMBEI	`			3.	NUMBER REQUIRED FOR DISPATCH		
26 - FIRE	PROTECTION				4. REMARKS OR EXCEPTIONS		
5.	APU Fire Extinguisher Discharge Discs (-100/-200/-300/ -400/-500)	С	2	0	(M) Discs may be missing provided indicator rechecked to verify proper charge.	eading is	
***	1) HTL Type	С	2	0	(M) Discs may be missing provided bottle integorerified by checking APU fire extinguisher bott discharge light or weighing bottle once each fli	le	
6.	APU Fire Shutoff System	С	1	0	(O) Except for ER operations, may be inoperate provided APU is not used.	tive	
7.	APU Fire Extinguisher System	С	1	0	(O) Except for ER operations, may be inoperate provided APU is not used.	tive	
8.	APU Fire Detection System						
	Single and Dual Loop	С	-	0	(O) Except for ER operations, may be inoperate provided APU is not used.	tive	
***	2) APU DET INOP Light	С	1	0	 (O) May be inoperative extinguished provided: a) APU fire detection system operates no and b) A fire warning test is performed before APU start. 	ormally,	
	3) Dual Loop	С	2	1	(O) Except for ER operations beyond 120 minuone loop (A or B) may be inoperative.	utes,	
	4) External Warning Horn/Warning Light	С	1	0	May be inoperative for ground operation provided deck APU Overheat/Fire Protection Panel is continuously monitored.	ded flight	
9.	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test)	С	3	0	(M) May be inoperative provided: a. Failure is verified to be in squib test circuit b. Squib circuit is verified to operate normally each flight day.		
	1) APU Fire Extinguisher Squib Test Circuits (EXT TEST) (-300/ -400/-500/-600/ -700/-800/-900)	С	2	1	(O) May be inoperative provided remaining AP test circuit is verified to operate normally once flight day.		
				1	(Continued)		

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FEDER	AL AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMENT LIST
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B-737				DAT	E: 04/22/2011 26-3
SYSTE SEQUE NUMB	ENCE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
26 - FIF	RE PROTECTION				4. REMARKS OR EXCEPTIONS
9.	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test) (Cont'd)				
	2) APU Squib Light	С	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.
10.	Fire Warning Bell				
	Bell Cutout Switch (Overheat/Fire Protection Panel)	С	1	0	May be inoperative provided: a) Bell cutout function of both Master Fire Warning lights operates normally, and b) Fire Warning Bell operates normally.
	Bell Cutout Function of Master Fire Warning Light	С	2	1	May be inoperative provided: a) Bell cutout function switch operates normally, and b) Fire Warning Bell operates normally.
11.	Master Fire Warning Lights				DELETED prior to Revision 27.
12.	Wing-Body Overheat Detector System (Left)	С	1	0	 (O) Except for ER operations, may be inoperative provided: a) Right pack and engine bleed is used for pressurization only, b) Use of APU is prohibited except for engine start, c) Isolation valve and left engine bleed valve remain closed for all operations except engine start, and d) Airplane is not operated in known or forecast icing conditions.
13.	Wing-Body Overheat Detector System (Right)	С	1	0	 (O) Except for ER operations, may be inoperative provided: a) Left pack and left engine or APU bleed air is used for pressurization only, b) Isolation valve and right engine bleed valve remain closed for all operations except engine start, and c) Airplane is not operated in known or forecast icing conditions.

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	AVIATION ADMINISTR			•	M	ASTER MINIMUM	FOUIPMEN	JT LIST
AIRCRAFT				REV	ISION NO :		55	PAGE:
B-737	•				DATE: 04/22/201			26-4
SYSTEM & SEQUENCE NUMBER		1.	2.		MBER INSTALLED			
NOMBLK				3.	NUMBER REQUII	RED FOR DISPAT	СН	
26 - FIRE P	ROTECTION				4. REMARK	KS OR EXCEPTION	NS	
*** C D Si	ain Deck Cargo ompartment Fire etection/ uppression ystems (737C/QC/00C/-700 Combi, TCs ST01566LA, 00C ST00235BO, 00 Combi T00248BO, A2970SO, T01827LA, T00283AT, and T01961SE)	C	2	0	established and compartment ren only empty cargo may be loaded in NOTE: Operator	erative provided proused to ensure mains empty, or is well andling equipment ULDs), and/or Fly MELs must define usion in Fly Away kused as ballast	in deck carg verified to co ent, ballast (Away Kits. which items	go ontain ballast s are
1)	Fire Detection (-700C and -700 Combi, STC ST01566LA)	С	2	1	(O) One loop (A Cargo mode.	or B) may be inope	erative in Co	ombi or
		С	2	0	May be inoperati	ve in Passenger m	ode.	
2)	Fire Detection (-400C ST000235BO, - 400 Combi ST00248BO)							
	a) Cargo Fire Flight Deck Unit (CFFU)	С	1	0		ve provided Main Dre Detection Systen		ered
	(1) FAULT Legend	С	1	0		erative provided sys f-test at Cargo Fire		
	(2) Legend Back- lighting (CARGO FIRE MAIN DECK and TEST)	С	2	0	b) Operationc) Sufficient	erative provided: est is acceptable, ens are not depende ent cockpit lighting is experations.		
					(Continued)			

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	AL AVIATION ADMI	NISTRAT	ON	- 		MASTER MINIMUM				
AIRCRA	AFT:				/ISION NO :		55	PAGE:		
B-737	NA 0		1	DAT	ΓΕ: 	04/22/2011		26-5		
SYSTEI SEQUE NUMBE	NCE ITE	1. EM	2.	NUME	NUMBER INSTALLED					
				3.	NUMBER REC	QUIRED FOR DISPAT	ГСН			
26 - FIR	RE PROTECTION				4. REM	ARKS OR EXCEPTION	NS			
14.	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/Q: -700C/-700 Comb STCs ST01566LA 400C ST00235BC 400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd) 2) Fire Detection (-400C ST000235BO, 400 Combi ST00248BO) (Cont'd) a) Cargo Fire Flight Deck Unit (CFFU)	C/ i, ,, -), -								
	(3) FIRE Legend	С	1	0	lights and ma	erative provided maste aster fire warning bell nally before each depa	are checked			
	(4) System Self Test	C	1	0	lights and ma	erative provided maste aster fire warning bell nally before each depa	are checked			

U.S. DEPARTMENT OF TRANSPOR	TATION	.I			
		V	MASTER MINIMUM EQUIPMENT I	ICT	
FEDERAL AVIATION ADMINISTRAT	ION	DEV	<u> </u>		
AIRCRAFT:				PAGE : 26-6	
B-737 SYSTEM & 1.			DATE: 04/22/2011		
SEQUENCE ITEM NUMBER	2.	NUMB	ER INSTALLED		
		3.	NUMBER REQUIRED FOR DISPATCH		
26 - FIRE PROTECTION			4. REMARKS OR EXCEPTIONS		
14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs St01566LA, - 400C ST00235BO, - 400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd) 2) Fire Detection					
(-400C ST000235BO, - 400 Combi ST00248BO) (Cont'd)					
b) Cargo Fire C Maintenance Unit (CFMU)	1	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.	i	
(1) CFMU C Indicator Lights	20	0	 (M) Individual lights may be inoperative provided: a) Each corresponding location is independe verified by CFFU, and b) Self-test is accomplished. NOTE: Dual loop coverage is maintained with lost one CFMU loop "A" or "B" subassembly 	•	
3) Fire Suppression C System (-700C/ -700 Combi, STC ST01566LA)	1	0	failure. May be inoperative in Passenger mode.		
a) DEPR Light C	1	0	May be inoperative in Passenger mode.		
С	1	0	May be inoperative in Combi or Cargo mode provide MAIN SYS light illuminates during system test. (Continued)	ded	

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FEDERAL AVIATION A	.DMINISTRA	TION	1		MASTER MINIMUM					
AIRCRAFT:							PAGE:			
B-737	4	-	DA	TE:	04/22/2011		26-7			
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUM	NUMBER INSTALLED						
			3.	NUMBER REC	QUIRED FOR DISPAT	СН				
26 - FIRE PROTECTIO	N			4. REM	ARKS OR EXCEPTIO	NS				
14. Main Deck Ca **** Compartment Detection/ Suppression Systems (737 -700C/-700 C STCs ST0156 400C ST0023 400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE) (Cont'd) 3) Fire Suppression System (-7-700 Comparts (-700 Comparts (-700 Cont'd))	t Fire CC/QC/ combi, 66LA, - 35BO, - and ression 700C/ bi, STC									
b) MAIN S' Light	ys c	1	0	May be inope	erative in Passenger m	ode.				
	C	1	0	provided: a) Failu b) Syste	noperative in Combi or tre is verified to be in lique em circuit is verified to eeach flight day.	ght circuit, a	and			
4) Smoke De (737C/QC -700C/-70 Combi, ST ST01566L ST00235E SA2970S0 Combi ST00248E ST01827L ST01961S	/ 0 CC's .A, 3O, O, -400 BO, .A, and	-	0		erative provided Main I it Fire Detection Syster					
a) (STC ST0156 Only)	C 66LA	12	6	May be inope loop operate	erative provided all detended a	ectors in op	posite			
				(Continued)						

U.S. DEPARTMENT OF TRAN			N		
FEDERAL AVIATION ADMINIS	STRATI	ON		MASTER MINIMUM EQUIPMEN	PAGE:
AIRCRAFT:				REVISION NO: 55	
B-737 SYSTEM &	1.		DAT	E: 04/22/2011	26-8
SEQUENCE ITEM NUMBER		2.	NUMB	ER INSTALLED	
			3.	NUMBER REQUIRED FOR DISPATCH	
26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIONS	
14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd) 4) Smoke Detectors (737C/QC/-700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE (Cont'd) b) System Test Feature (737C/QC/-700 Combi, and STC ST01566LA) c) System		1	0	(M) May be inoperative provided an acceptable method is used to verify detector system integr	ity.
c) System Power (Blue) Light (PEMCO Aeroplex, Inc.)(-300QC, -300F, STC SA2970SO)	C	1	U	(M) May be inoperative provided smoke detection operate normally.	ors
				(Continued)	

. AVIATION ADMINIS TT: & CE ITEM	INAII	ON	<u> </u>	MASTER MINIMUM EQUIPMENT	LIST			
& CE ITEM			⊢ RF\	/ISION NO: 55 I	PAGE:			
CE ITEM			DA		26-9			
	1.	2.		<u> </u>				
		2.	INOINE	UMBER INSTALLED				
			3.	NUMBER REQUIRED FOR DISPATCH				
PROTECTION				4. REMARKS OR EXCEPTIONS				
Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd) 4) Smoke Detectors (737C/QC/-700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)								
d) (STC ST00235BO Only)								
(1) Smoke Detector Units	С	10	-	(O) Detector(s) may be inoperative provided no call is carried in affected zone.	argo			
(2) Smoke Detector Loops	С	20	10	One loop in any detector may be inoperative.				
				(Continued)				
	ST01827LA, and ST01961SE) (Cont'd) d) (STC ST00235BO Only) (1) Smoke Detector Units (2) Smoke Detector	ST01827LA, and ST01961SE) (Cont'd) d) (STC ST00235BO Only) (1) Smoke Detector Units (2) Smoke Detector	ST01827LA, and ST01961SE) (Cont'd) d) (STC ST00235BO Only) (1) Smoke C 10 Detector Units (2) Smoke C 20 Detector	ST01827LA, and ST01961SE) (Cont'd) d) (STC ST00235BO Only) (1) Smoke C 10 - Detector Units (2) Smoke C 20 10	ST01827LA, and ST01961SE) (Cont'd) d) (STC ST00235BO Only) (1) Smoke C Detector Units (2) Smoke C Detector Loops C Detector Loops (O) Detector(s) may be inoperative provided no call is carried in affected zone. One loop in any detector may be inoperative.			

U.S. DEPARTMENT OF TRANSPO	ORTATIO	NC						
FEDERAL AVIATION ADMINISTRA	ATION		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:		R	EVISION NO: 55 PAGE:					
B-737		D.	ATE: 04/22/2011 26-10					
SYSTEM & SEQUENCE ITEM NUMBER	2.	NUI	MBER INSTALLED					
		3.	NUMBER REQUIRED FOR DISPATCH					
26 - FIRE PROTECTION			4. REMARKS OR EXCEPTIONS					
14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, - 400C ST00235BO, - 400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd) 4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd) e) (STC ST00248BO Only) (1) Smoke Detector Units (2) Smoke Detector Loops	C 4 C 8	0 4	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative. One loop in any detector may be inoperative. (Continued)					

FEDE	RAL AVIATION ADMIN	NISTRATI	TATIO ON		MASTER MINIMUM EQUIPMENT LIS	ST				
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B-737				DA		5-11				
SYSTE		1.	2.	NUM	BER INSTALLED					
SEQU NUMB		EM	2.		NOMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
26 - FIRE PROTECTION					4. REMARKS OR EXCEPTIONS					
14.	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/Q0-700C/-700 Combi STCs ST01566LA 400C ST00235BO 400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)	C/ i, , -								
	4) Smoke Detector (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -40 Combi ST00248BO, ST01827LA, ar ST01961SE) (Cont'd) f) (STC ST01827LA Only)	00 nd								
	(1) -300	С	12	10	Two detectors may be inoperative provided: a) Inoperative detectors are not in adjacent locations, and b) Detector #1, most forward detector, operates normally.	;				
	(2) -400	С	12	10	(M) Two detectors may be inoperative provided they are not in adjacent locations.					

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FEDERAL AVIATION ADMIN		_		MASTER MINIMUM EQUIPMEN	NT LIST	
AIRCRAFT:			REV	REVISION NO: 55		
B-737			DAT	E: 04/22/2011	26-12	
SYSTEM & SEQUENCE ITE NUMBER	1. M	2.	NUMB	ER INSTALLED		
			3.	NUMBER REQUIRED FOR DISPATCH		
26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIONS		
14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC -700C/-700 Combi, STCs ST01566LA, 400C ST00235BO, 400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd) 4) Smoke Detecto (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -40 Combi ST00248BO, ST01827LA, an ST01961SE) (Cont'd) g) (STC ST01961SE Only)	- - o					
(1) Smoke Detectors	С	20	19	(O) One detector (bus A or B) may be inoperat provided remaining detectors are verified to op normally before each departure.		
(2) DET FAULT Light	С	1	0	 (M) May be inoperative provided: a) All CCP smoke detector lights operate normally, and b) System integrity is verified to operate notes before each departure. 	ormally	
(3) CCP Smoke Detector Lights	С	20	0	(M) May be inoperative provided: a) DET FAULT Light operates normally, a b) System integrity is verified to operate n before each departure.		
				(Continued)		

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	RAL AVIATION ADMI	NISTRAT	ION	1		MASTER MINIMUM				
AIRCR	RAFT:				/ISION NO :	0.4/0.0/0.4.4	55	PAGE:		
B-737 SYSTE	EM &	1.		DA	IE:	04/22/2011		26-13		
SEQU NUMB	ENCE ITE	ΞM '.	2.	NUME	NUMBER INSTALLED					
				3.	NUMBER REC	QUIRED FOR DISPAT	СН			
26 - FI	RE PROTECTION				4. REMA	ARKS OR EXCEPTIO	NS			
14.	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/Q -700C/-700 Comb STCs ST01566LA 400C ST00235BC 400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)	C/ i, _{x,} -								
	4) Smoke Detector (737C/QC/-700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -4 Combi ST00248BO, ST01827LA, at ST01961SE) (Cont'd)	00								
	g) (STC ST01961SE Only) (Cont									
	(4) CARGO Light	С	1	0	a) DEPR b) All Cla closed and c) The fo	noperative provided: RESS Light operates n ass E shut-Off valves a d after pressing the DE prward outflow valve is pressing the DEPRES	are verified EPRESS sw s verified to	vitch,		
	(5) DEPRES Light	SS C	1	0	a) All Cla closed and b) The fo	noperative provided: ass E shut-Off valves a d after pressing the DE prward outflow valve is pressing the DEPRES	EPRESS sw s verified to	vitch,		

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FEDERA	L AVIATION ADMIN	NISTRATI	ON		MASTER MINIMUM EQUIPMEN	IT LIST
AIRCRA	FT:			REV	ISION NO: 55	PAGE:
B-737				DAT	E: 04/22/2011	26-14
SYSTEM & 1. SEQUENCE ITEM NUMBER			2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
26 - FIRE	PROTECTION				4. REMARKS OR EXCEPTIONS	
15.	Lavatory Fire Extinguisher Systems					
	Passenger Configuration	С	-	0	For each lavatory, lavatory fire extinguisher sys may be inoperative provided associated lavator smoke detection system operates normally.	
		С	-	0	 (M)(O) For each lavatory, lavatory fire extinguis system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked close placarded: "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. 	ed and
					NOTE: These provisions are not intended to pro- lavatory use or inspection by crewmemb	
	2) Cargo Configuration	D	-	0		
16.	Lavatory Smoke Detection System					
	Passenger Configuration	С	-	0	 (M)(O) For each lavatory, lavatory smoke detect system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked close placarded: "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. 	ed and
					NOTE: These provisions are not intended to pro- lavatory use or inspection by crewmemb	
	Cargo Configuration	D	-	0		
***	3) Lavatory Smok Detector SELF TEST Switch	e C	-	0	(M) May be inoperative provided associated law smoke detector is verified to operate normally.	atory/
***	4) Lavatory Smok Detector TEST Switch on Fligh Attendant's Panel		-	0	(M) May be inoperative provided each lavatory detector is verified to operate normally.	smoke

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FEDER	RAL AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCR	AFT:			RE\	VISION NO: 55 PAG	E:			
B-737				DAT	TE: 04/22/2011 26-1	15			
SYSTE SEQUE NUMB	ENCE ITEM	1.	2.	NUME	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
26 - FII	RE PROTECTION				4. REMARKS OR EXCEPTIONS				
17. ***	Engine Fire Extinguisher Thermal/Discharge Discs (-100/-200)								
	Discharge (Yellows) Discs	С	2	0	(M) May be missing provided indicator readings or other acceptable means are used to verify adequate charge.				
	2) Thermal (Red) Discs	С	2	0	(M) May be missing provided indicator readings or other acceptable means are used to verify adequate charge.				
18.	Wing-Body Overheat Test System								
	Flight Deck Test Feature	С	1	0	(M) May be inoperative provided system integrity is verified by an acceptable procedure once each flight day.				
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's)	С	-	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.				
					NOTE 1: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.				
					NOTE 2: Class E cargo compartments require only installation of smoke or fire detection systems (not suppression)				
					(Continued)				

U.S. DEPARTMENT OF	TRANSPOR	ΙΟΙΤΑΤ	1							
FEDERAL AVIATION AD	MINISTRATI	ON		M	ASTER MINIMUM	EQUIPMEN	NT LIST			
AIRCRAFT:			REVISION NO :		55	PAGE:				
B-737			DAT	E:	04/22/2011		26-16			
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMB	NUMBER INSTALLED						
NoZar			3.	NUMBER REQUI	RED FOR DISPAT	СН				
26 - FIRE PROTECTION				4. REMAR	KS OR EXCEPTIO	NS				
19. Lower Cargo *** Compartment F Detection/ Suppression Systems (All m and STC's) (Co	odels									
1) Fwd/Aft Detection Lo	oops									
*** a) Boeing installed system, S ST00749I ST00763I ST01184I ST01674/ ST01424I ST101537 ST01804I ST01114V Only	_A-D, _A-D, _A, AT, _A, _F, _A,	4	2		or B) in each comp ided opposite loop /.					
b) STC ST00405L Only	C_A-D	-	2		erative provided on checked to operate		nch			
2) Extinguishe Bottles	r									
*** a) No. 1 (ST ST01424L ST01457L and ST01804L Only)	_A, _A,	1	0	(O) May be inop compartment rei	erative provided as mains empty.	ssociated ca	rgo			
b) No. 2 (Boinstalled system an STC ST01184L Only)	nd	1	0		or ER operations, med in compartment.	nay be inope	erative			
				(Continued)						

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AIRCE	RAL AVIATION ADMINIST	RAII	ON	DE	MASTER MINIMUM EQUIPMENT LI VISION NO: 55 PA	SI AGE:			
B-737	VALI.			DA		6-17			
SYSTI		1.	2.		BER INSTALLED				
	EQUENCE ITEM 2. UMBER		THO IVIL	NOWIDER INSTALLED					
	· · · · · · · · · · · · · · · · · · ·			3.	NUMBER REQUIRED FOR DISPATCH				
26 - FI	RE PROTECTION				4. REMARKS OR EXCEPTIONS				
19.	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)								
***	Extinguisher Bottles (Cont'd)								
***	c) No. 2 (STC ST01424LA ST01457LA, and ST01804LA Only)	С	1	0	(M)(O) May be inoperative provided associated carg compartment remains empty.	јо			
***	d) No. LRD2 (STC ST00405LA-D Only)	С	1	0	(O) Except for ER operations, may be inoperative w cargo carried in compartment.	ith			
***	3) Squib Lights (STC ST01424LA, and ST01457LA Only)	С	2	0	(O) May be inoperative provided associated cargo compartment remains empty.				
***	4) DISCH Light(s)								
***	a) Boeing installed system, STC ST01184LA and ST00405LA-D Only	С	1	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.	e			
***	b) STC ST01424LA, ST01457LA, and ST01804LA Only	С	2	0	May be inoperative provided associated compartme remains empty.	nt			
					(Continued)				

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	L AVIATION ADMINIST - -	KAII	ON	MASTER MINIMUM EQUIPMENT LI				
AIRCRAI	-1:			REVISION NO: 55		55	PAGE : 26-18	
B-737 SYSTEM	R	1.		DAT			20-18	
SEQUENCE ITEM NUMBER		•	2.	NUMB	NUMBER INSTALLED			
HOMBER				3.	NUMBER REQUIRED FOR DISPAT	СН		
26 - FIRE PROTECTION					4. REMARKS OR EXCEPTION	NS		
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)							
***	5) Extinguisher Bottle Pressure Switch (Boeing installed system only)	С	-	0	(M) May be inoperative provided as extinguisher bottle(s) is verified to h charge once each flight day.		quate	
***	6) EXT Lights (FWD and AFT) (Boeing installed system, STC ST01184LA and ST00405LA-D Only)	С	2	0	 (M) May be inoperative provided: a) Failure is verified to be in so and b) Squib circuit is verified to op once each flight day. 			
***	7) Fault(s) Indicated by Illumination of MX Indicator (STC ST00511LA, ST00404LA-D, ST00740LA-D, ST00745LA-D, and ST00990LA-D Only)	В	-	-	Dispatch with MX indicator illuminat provided green SYS OK indicator re NOTE: This is a fault tolerant syster continue to perform its intending as green SYS OK indicilluminated.	emains illum m and unit v ded function	ninated. vill n as	
	a) Display of FWD INOP and/or AFT INOP Message(s)	В	-	-	(O) May be displayed provided gree indicator remains illuminated and in remains empty.		go bay	
	b) Smoke Detector(s)	С	-	-	(O) One smoke detector may be incompartment provided SYS OK indiremains illuminated. NOTE: MX indicator on CDU will rer (Continued)	cator on CI	DU	

	DARTMENT OF TRANS		- A TION						
	PARTMENT OF TRANSI			V					
	AL AVIATION ADMINIST	RAII	ON		MASTER MINIMUM EQUIPMEN				
AIRCRA	AFT:				/ISION NO: 55	PAGE:			
B-737	NA 0	4		DAT	DATE: 04/22/2011 26-19				
SYSTEI SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	BER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
26 - FIR	E PROTECTION				4. REMARKS OR EXCEPTIONS				
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)								
***	8) Control Panel ALARM OFF Switch (STC ST00749LA-D and ST00763LA-D Only)	С	1	0	(O) May be inoperative provided Fire Bell cutour silences Cargo Bay Fire Protection Fire Warning				
***	9) DET Lights (STC ST01674AT, and ST01114WI Only)	С	4	2	(O) One light in each compartment may be inop provided remaining loop in associated compartr checked to operate normally before each depart	nent is			
***	10) FAIL Lights (STC ST01674AT, and ST01114WI Only)	С	4	2	(O) One light in each compartment may be inop provided remaining loop in associated compartr checked to operate normally before each depart	nent is			
***	11) Smoke Detectors								
***	a) STC ST01674AT, and ST01114WI Only	С	-	-	(M) One detector in each detector enclosure main inoperative provided remaining detector in asso detector enclosure is verified to operate normall before each departure.	ciated			
***	b) STC ST01424LA, and ST01804LA (-300) Only	С	12	6	(M) May be inoperative provided 2 FWD and 4 A same loop are functional.	AFT in			
***	c) STC ST01457LA, and ST01804LA (-400) Only	С	14	7	(M) May be inoperative provided 3 FWD and 4 A same loop are functional.	AFT in			
					(Continued)				

U.S. DEF	PARTMENT OF TRAI	NSPOR 1	OITAT	1					
FEDERA	L AVIATION ADMINI	STRATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	REVISION NO: 55 PAGE:				
B-737				DAT	E: 04/22/2011	26-20			
SYSTEM SEQUEN NUMBER	NCE ITEM	1. I	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
26 - FIRE	PROTECTION				4. REMARKS OR EXCEPTIONS				
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)	:							
***	11) Smoke Detectors (Continued)	3							
***	d) STC ST01804LA (-200)	С	10	5	(M) May be inoperative provided 2 FWD and 3 same loop are functional.	AFT in			
***	12) Fault Panel (E & E Compartment, STCs ST01674AT, and ST01114WI Only)	D	1	0					
***	13) DETECTOR FAULT Light (Boeing Installed System Only)	С	1	0	(O) May be inoperative provided the cargo fire switch is used to check for faults in the cargo fidetection and suppression system before each	ire			
20.	Lower Cargo Compartment Fire Extinguisher System				Incorporated into item 26-19 in Revision 39.				
21.	Cabin Configuration Test Panel CARGO, PASSENGER Lights (-700C and -700 Combi)		2	0	 (M) May be inoperative provided: a) EE Bay Mode Selector Switch is verifice in appropriate position for intended air configuration before each departure, a b) Passenger Oxygen Shutoff Valve is verification bein appropriate position for intended configuration before each departure. 	plane nd erified to			
22.	Galley Fire Detection System (Jet Aviation Engineering Services (JAES))	С	1	0	(M) May be inoperative provided procedures a established and used to deactivate cooktop.	re			

FEDER	AL AVIATION ADMII	NISTRAT	ON		M.	ASTER MINIMUM	EQUIPME	NT LIST	
AIRCR	AFT:			RE	VISION NO :		55	PAGE:	
B-737				DA	DATE: 04/22/2011 26-2				
SEQUE	YSTEM & 1. EQUENCE ITEM 2.		2.	NUME	NUMBER INSTALLED				
			-	3.	NUMBER REQUI	RED FOR DISPAT	СН		
26 - FIF	RE PROTECTION				4. REMARK	KS OR EXCEPTIO	NS		
23.	Galley Vent Fire Extinguisher System (STC ST09977)	С	1	0		erative provided proused to deactivate			
24. ***	Smoke Detectors (Jet Aviation Engineering Services (JAES))								
	Equipment Cabinets	С	-	0	(M) May be inope cabinet is deactive	erative provided all vated off.	equipment	t in	
	2) Cabin Compartments	C	-	0		erative provided as mains open and is o			

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	L AVIATION ADMINIS			V	MASTER MINIMUM EQUIPMENT LIST			
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B-737					DATE: 04/22/2011 27-1			
SYSTEM	1 &	1.						
SEQUEN NUMBER			2.	NUMB	ER INSTALLED			
NOWIDE	X			3.	NUMBER REQUIRED FOR DISPATCH			
27 - FLIG	SHT CONTROLS				4. REMARKS OR EXCEPTIONS			
1.	Stabilizer Main Electrical Trim Operating Light (-100/-200)	С	1	0				
2.	Takeoff Warning Horn system				DELETED prior to Revision 27.			
3.	Wing trailing Edge Flap Position Indication System							
	1) Mechanical Asymmetry Protection (-100/ -200)	С	1	1	(O) Left Flap position indication may be inoperative provided proper flap operation is verified prior to each takeoff.			
4.	Leading Edge Flap/ Slat Position Light Systems							
		С	2	1	Aft overhead panel LE Devices Annunciator panel may be inoperative.			
		С	2	1	 (M) Forward panel lights may be inoperative provided: a) LE DEVICES Annunciator panel operates normally and is used to verify proper LED position, and b) A placard is installed to indicate proper positions for flap configuration in use. 			
	1) Leading Edge Slat Indications (-100/-200)	C	6	5	 (M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, and c) All remaining indications on overhead annunciator panel operate normally. (Continued) 			

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B-737				DAT	E: 04/22/201	11	27-2
SYSTEM SEQUEN NUMBER	ICE ITEM	1. VI	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DIS	SPATCH	
27 - FLIG	GHT CONTROLS				4. REMARKS OR EXCE	PTIONS	
4.	Leading Edge Flap/ Slat Position Light Systems (Cont'd)						
	2) Leading Edge Slat Indications (-300/-500)	С	6	5	(M)(O) Indication lights on forwaddition, indication lights for o overhead annunciator panel myrovided: a) Normal operation is verified by Maximum speed is lime at/below FL 200 or .65 c) All remaining indication annunciator panel open d) Stall warning operation verified to operate nor	ne leading edge nay be inoperative erified by flight cr nd landing, nited to 300 KIAS Mach above FL ns on overhead erate normally, and	slat on e ew s . 200,
	3) Leading Edge Slat Indications (-400)	С	6	5	(M)(O) Indication lights on forwaddition, indication lights for of except for slats 3 and 4, on own panel may be inoperative prowally Normal operation is verified by Maximum speed is liminative for the state of th	ne leading edge erhead annuncia rided: erified by flight cr nd landing, nited to 300 KIAS Mach above FL ns on overhead erate normally, an	slat, ator ew s . 200,
	4) Leading Edge Slat Indications (-600/-700)	C	8	7	(M)(O) Indication lights on forwaddition, indication lights for of except for slats 4 and 5, on own panel may be inoperative prowally normal operation is verified by Maximum speed is liminativelow FL 200 or .65 c) All remaining indication annunciator panel open d) Stall warning operation verified to operate normal (Continued)	ne leading edge erhead annuncia rided: erified by flight cr nd landing, nited to 300 KIAS Mach above FL ns on overhead erate normally, an	slat, ator ew 3 . 200,

U.S. DEPARTMENT	OF TRANSPO	ORT	ATIO	N			
FEDERAL AVIATION	I ADMINISTR	ATIO	NC		MASTER MINIMU	M EQUIPME	NT LIST
AIRCRAFT:				REV	REVISION NO: 55 PAG		
B-737				DAT	E: 04/22/2011		27-3
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPA	АТСН	
27 - FLIGHT CONTR	OLS				4. REMARKS OR EXCEPTION	IONS	
4. Leading Ed Slat Positio Systems (C	n Light						
5) Leading Slat Indi (-800)		С	8	7	(M)(O) Indication lights on forward addition, indication lights for one except for slats 3, 4, 5 and 6, on a panel may be inoperative provide a) Normal operation is verificated by Maximum speed is limited at/below FL 200 or .65 M c) All remaining indications annunciator panel operated Stall warning operation of verified to operate normal	leading edge overhead and d: ed by flight canding, d to 300 KIAS ach above Flon overhead e normally, a	slat, nunciator rew S L 200,
6) Leading Slat Indi (-900)		C	8	7	(M)(O) Indication lights on forward addition, indication lights for one lexcept for slats 2, 3, 4, 5, 6 and 7 annunciator panel may be inoperated. a) Normal operation is verificable before each takeoff and least before each takeoff and least below FL 200 or .65 M c) All remaining indications annunciator panel operated. d) Stall warning operation of verified to operate normal	leading edge	slat, d d: rew S L 200,
5. Flight Control Pressure Li and B) Sys (-100/-200)	ights (A tems	С	2	0	May be inoperative provided warr pressure and quantity indicators of		
6. Mach Trim	System				MOVED to Item 22-5 prior to Rev	ision 27.	

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B-737	W 1.			DAT	
SYSTEM		1.	2.		BER INSTALLED
NUMBE				2	NUMBER REQUIRED FOR DISPATCH
				3.	
27 - FLI	GHT CONTROLS				4. REMARKS OR EXCEPTIONS
7. ***	Auto Speed Brake System				
	1) (All Models except -800 with Short Field Performance (SFP) Option and -900ER)	С	1	0	 (M)(O) May be inoperative provided: a) System is deactivated, b) Operations are conducted in accordance with AFM, and c) For models with Blended Winglet with Speed Brake Load Alleviation System, Speed Brake Load Alleviation System is considered inoperative.
	2) (-800SFP and -900ER)	С	1	0	 (M)(O) May be inoperative provided: a) System is deactivated, b) Appropriate performance adjustments are applied, and c) For models with Blended Winglet with Speed Brake Load Alleviation System, Speed Brake Load Alleviation System is considered inoperative.
8.	Flap Load Limiter System				
***	1) -100/-200	С	1	0	 (M) May be inoperative provided: a) Flaps are verified to operate normally throughout their full range before each departure, and b) Flaps are not extended beyond Flaps 30 at gross weights above 98,000 lb. (44,453 kg).
	2) -300/-400/-500	С	1	0	May be inoperative provided flaps are not extended beyond Flaps 30.
	3) -600	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,830 lb. (42,560 kg), and Flaps are not extended beyond Flaps 15 at gross weights above 105,040 lb. (47,645 kg).
	4) -700	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,480 lb. (42,401 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,403 lb. (47,356 kg).
					(Continued)

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	L AVIATION ADMINIS		_	•	MASTER MINIMUM EQUIPMENT LIST
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B-737				DAT	E: 04/22/2011 27-5
SYSTEM	NCE ITEM	1.	2.	NUMB	SER INSTALLED
NUMBE	К			3.	NUMBER REQUIRED FOR DISPATCH
27 - FLIC	GHT CONTROLS				4. REMARKS OR EXCEPTIONS
8.	Flap Load Limiter System(Cont'd)				
	5) -800 without Short Field Performance (SFP) Option	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,995 lb. (42,635 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,875 lb. (47,570 kg).
	6) -800 with Short Field Performance (SFP) Option	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 95,800 lb. (43,454 kg), b) Flaps are not extended beyond Flaps 15 at gross weights above 105,000 lb. (47,627 kg), and c) Flaps are not extended beyond Flaps 10 at gross weights above 135,800 lb (61,597 kg).
	7) -900	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 94,760 lb. (42,982 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,130 lb. (47,686 kg).
	8) -900ER	С	1	0	 May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at landing gross weights above 105,800 lb. (47,990 kg), b) Flaps are not extended beyond Flaps 15 at landing gross weights above 113,400 lb. (51,437 kg), c) Flaps are not extended beyond Flaps 10 at landing gross weights above 135,600 lb (61,507 kg), d) Flaps are not extended beyond Flaps 15 at takeoff gross weights above 155,600 lb. (70,578 kg), and e) Flaps are not extended beyond Flaps 5 at takeoff gross weights above 176,000 lb. (79,832 kg).
9.	Control Wheel Trim Switch Systems	В	2	1	One may be inoperative on non-flying pilot's side provided stabilizer trim system operates normally on flying pilot's side.

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B-737				DAT	E: 04/22/2011 27-6			
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH			
27 - FLIC	GHT CONTROLS				4. REMARKS OR EXCEPTIONS			
10.	FEEL DIFF PRESS Light System	В	1	0	(M) May be inoperative provided: a) Elevator feel system is verified to operate normally, and b) Verification is repeated each flight day.			
11.	Auto Slat Fail Light System (-300/-400/ -500/-600/-700/-800/ -900)	С	1	0	(M) May be inoperative provided: a) Auto slat systems are verified to operate normally, and b) Verification is repeated every two flight days.			
12.	Auto Slat Systems (-300/-400/-500/ -600/-700/-800/ - 900)	С	2	1	(O) One system may be inoperative provided: a) Remaining auto slat system is checked to operate normally, and b) Auto slat fail light operates normally.			
13.	Stall Warning Systems							
	1) (-200/-300/-400/ -500/-600/-700/ -800/-900 without Blended Winglet) (-300/-500 with Blended Winglet)	С	-	1	(M) One may be inoperative provided remaining system is verified to operate normally before each departure.			
	2) (-700/-800/-900 with Blended Winglet without Speedbrake Load Alleviation System)	С	2	1	(M) One may be inoperative provided remaining system is verified to operate normally before each departure.			
	3) (-700/-800/ -900ER with Blended Winglet with Speedbrake Load Alleviation System)	С	2	1	(M) No. 1 SMYD may be inoperative provided remaining stall warning system is verified to operate normally before each departure.			
					(Continued)			

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FEDERAL AVIATION A	ADMINISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST
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B-737		1	DA	TE: 04/22/2011 27-7
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUME	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
27 - FLIGHT CONTRO	LS			4. REMARKS OR EXCEPTIONS
13. Stall Warning Systems (Cont'd)	J			
3) (-700/-800 900ER wi Blended V with Spee Load Allev System) (Cont'd)	th Vinglet dbrake			
a) (-700)	С	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 143,000 lb. (64,863 kg.), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when inflight gross weight is in excess of 143,000 lb. (64,863 kg.).
	С	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 144,500 lb. (65,544 kg).
b) (-800)	С	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 155,000 lb. (70,306 kg.), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when inflight gross weight is in excess of 155,000 lb. (70,306 kg.). (Continued)

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FEDERAL A	AVIATION ADI	MINISTRATI	ON		MASTER MINIMUM EQUIPMENT LIST				
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B-737		_		DAT	DATE: 04/22/2011 27-8				
SYSTEM & SEQUENCE NUMBER		1. TEM	2.	NUMB	ER INSTALLED				
NUMBER				3.	NUMBER REQUIRED FOR DISPATCH				
27 - FLIGHT	T CONTROLS				4. REMARKS OR EXCEPTIONS				
Sy (C	tall Warning ystems Cont'd) (-700/-800/- 900ER with Blended Win with Speedb								
	Load Alleviat System) (Cont'd)								
	b) (-800) (cont'd)	С	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 156,500 lb. (70,987 kg). 				
	c) (-900ER)	С	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 170,000 lb. (77,110 kg.), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when inflight gross weight is in excess of 170,000 lb. (77,110 kg.). 				
		С	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 171,500 lb. (77,791 kg.). 				

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	L AVIATION ADMINIST	KAII	ON	DEV	MASTER MINIMUM EQUIPME					
AIRCRA	ri:				REVISION NO: 55 PAGE:					
B-737 SYSTEM	1 &	1.		DAT		27-9				
SEQUEN	NCE ITEM	••	2.	NUMB	ER INSTALLED					
NUMBEI	Κ			3.	NUMBER REQUIRED FOR DISPATCH					
07 5116										
27 - FLIC	GHT CONTROLS				4. REMARKS OR EXCEPTIONS					
14.	Rudder Trim Indicator									
	1) (-600/-700/-800/ -900)	С	1	0	 (O) May be inoperative provided: a) Control Surface Position Indicating Sy installed and operates normally, b) Rudder trim actuator is checked to op normally, and c) Rudder trim is checked to be centered each departure. 	erate				
	2) (All models, upon incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or production equivalent)	С	1	0	(O) May be inoperative provided: a) Rudder trim actuator is checked to op normally, and b) Rudder trim is checked centered befo departure.					
15. ***	Mechanical Flaps Position 30 Stop (100/-200 Modified by STC ST00131SE)	С	1	0						
16.	SPEED BRAKE/ SPEEDBRAKES EXTENDED Light									
***	1) (-300/-400/-500)	D	1	0						
	2) (-600/-700/-800/ -900)	С	1	0	(M) May be inoperative provided speedbrakes verified to operate normally.	are				
17.	Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/ -900)	С	1	0						
18.	Control Surface Position Indicating System	С	1	0						

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	AL AVIATION ADMINIST	IKAII	ON	DE.	MASTER MINIMUM EQUIPMENT LIST				
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				3.	NUMBER REQUIRED FOR DISPATCH				
27 - FLI	GHT CONTROLS				4. REMARKS OR EXCEPTIONS				
19.	Rudder Pressure Reducer (RPR) System (-100/-200/ -300/-400/-500)	С	1	0	 (M)(O) May be inoperative provided: a) RPR system is deactivated, and b) RPR valve is verified to provide high p output. 	ressure			
20. ***	Speed Brake Load Alleviation System								
	1) -700/-800 with Blended Winglet STC ST00830SE								
	a) -700	С	1	0	 (M)(O) May be inoperative provided: a) Speedbrake handle forces are normal frodown to full up position, b) Airspeed does not exceed 265 KIAS who inflight gross weight is in excess of 143,0 (64,863 kg), c) Severe turbulent air penetration speed is KIAS or 0.76 Mach whichever is lower, winflight gross weight is in excess of 143,0 (64,863 kg), and d) Automatic Speed Brake System is considered. 	en 000 lb. s 265 vhen 000 lb.			
		С	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are normal from down to full up position, and b) Takeoff weight does not exceed 143,500 (65,090 kg). 				
	b) -800	С	1	0	 (M)(O) May be inoperative provided: a) Speedbrake handle forces are normal frodown to full up position, b) Airspeed does not exceed 265 KIAS who inflight gross weight is in excess of 155,0 (70,306 kg), c) Severe turbulent air penetration speed is KIAS or 0.76 Mach whichever is lower, winflight gross weight is in excess of 155,0 (70,306 kg), and d) Automatic Speed Brake System is considerable. (Continued) 	en 000 lb. s 265 vhen 000 lb.			

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FEDERAL AVIATION ADMIN	NISTRATI	ON	DEV	MASTER MINIMUM EQUII	PMENT LIST PAGE:		
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SYSTEM &	1.				27-11		
SEQUENCE ITE NUMBER	M	2.	NOMB	ER INSTALLED			
HOMBEK			3.	NUMBER REQUIRED FOR DISPATCH			
27 - FLIGHT CONTROLS				4. REMARKS OR EXCEPTIONS			
Zi i Zioiii doiminaza				TELLIZATION ON EXOCI HONO			
20. Speed Brake Load *** Alleviation System (Cont'd)							
1) -700/-800 with Blended Wingle STC ST008308 (Cont'd)							
b) -800 (Cont'c	() C	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are norr down to full up position, and b) Takeoff weight does not exceed 15 (70,533 kg). 			
2) -300/-500 with Blended Wingle STC ST012195		1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are norredown to the full up position, b) Airspeed does not exceed 265 KIA inflight gross weight is in excess of (56,699 kg.), and c) Severe turbulent air penetration spekIAS or 0.73 Mach whichever is low inflight gross weight is in excess of (56,699 kg.). 	S when 125,000 lb. eed is 265 ver, when		
	С	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are norr down to full up position, and b) Takeoff weight does not exceed 12 (57,380 kg). 			
3) -900ER with Blended Wingle	C	1	0	 (M)(O) May be inoperative provided: a) Speedbrake handle forces are norredown to full up position, b) Airspeed does not exceed 265 KIA inflight gross weight is in excess of (77,110 kg.), and c) Severe turbulent air penetration spectration of KIAS or 0.76 Mach whichever is low inflight gross weight is in excess of (77,110 kg.), and d) Automatic Speedbrake System is connected in the provided in the continued. (Continued) 	S when 170,000 lb. eed is 265 ver, when 170,000 lb.		

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IX.			3.	3. NUMBER REQUIRED FOR DISPATCH					
GHT CONTROLS				4. REMARKS OR EXCEPTIONS					
Speed Brake Load Alleviation System (Cont'd)									
-900ER with Blended Winglet (Cont'd)									
,	С	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 170,500 lb. (77,337 kg.). 					
STBY RUD ON light (Boeing Service Bulletin 737-27A- 1279, 737-27- 1252R3, 737-27- 1253R3, 737-27- 1255R3, or production equivalent incorporated)	С	1	0	 (M)(O) May be inoperative provided: a) Rudder is verified to operate normally on hydraulic systems A and B independently, b) Standby hydraulic pump is verified to operate normally, and c) Rudder force fight monitor is deactivated. 					
Quiet Wing Flaps 1* System (STC ST01535SE Only)									
1) -200	C	1	0	 May be inoperative provided: a) Flaps 1* control switch is positioned in UP position, b) System is deactivated by pulling and collaring circuit breaker MS3320-3, c) Appendix QWS001 "Flaps 1* High Altitude Kit" is not used, and d) All other aspects of QWS supplement are followed. NOTE: c/b MS3320-3 is located on P6-2 panel. 					
	AL AVIATION ADMINIST AFT: A & NCE ITEM R GHT CONTROLS Speed Brake Load Alleviation System (Cont'd) 3) -900ER with Blended Winglet (Cont'd) STBY RUD ON light (Boeing Service Bulletin 737-27A- 1279, 737-27- 1252R3, 737-27- 1253R3, 737-27- 1255R3, or production equivalent incorporated) Quiet Wing Flaps 1* System (STC ST01535SE Only)	AL AVIATION ADMINISTRATION IFT: I & 1. ITEM R GHT CONTROLS Speed Brake Load Alleviation System (Cont'd) 3) -900ER with Blended Winglet (Cont'd) C STBY RUD ON light (Cont'd) C STBY RUD ON light (Boeing Service Bulletin 737-27A- 1279, 737-27- 1252R3, 737-27- 1253R3, 737-27- 1255R3, or production equivalent incorporated) Quiet Wing Flaps 1* System (STC ST01535SE Only)	AL AVIATION ADMINISTRATION AFT: A & 1. ITEM R CHICAL SPEED AND STEP RUD ON LIGHT (Cont'd) STBY RUD ON LIGHT (Cont'd) C 1 STBY RUD ON LIGHT (Boeing Service Bulletin 737-27A-1279, 737-27-1252R3, 737-27-1253R3, 737-27-1253R3, 737-27-1255R3, or production equivalent incorporated) Quiet Wing Flaps 1* System (STC ST01535SE Only)	AFT: A & TEM R SPEED ITEM R GHT CONTROLS Speed Brake Load Alleviation System (Cont'd) 3) -900ER with Blended Winglet (Cont'd) C 1 0 STBY RUD ON light C 1 0 STBY RUD ON light C 1 0 STBY RUD ON light C 1 0 Goeing Service Bulletin 737-27A-1279, 737-27-1252R3, 737-27-1252R3, 737-27-1255R3, or production equivalent incorporated) Quiet Wing Flaps 1* System (STC ST01535SE Only)					

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SYSTEM	&	1.	2.						
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NOWIDER	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH				
28 - FUE	L				4. REMARKS OR EXCEPTIONS				
1.	Fuel Boost Pumps (Main Tanks)								
	1) (-100/-200/-300/ -400/-500) (All pumps except Plessey 8240 MK I & MK II)								
	a) Aft Pumps	С	2	1	 (O) One may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lb. (3,402 kg.), and c) A minimum fuel quantity of 2,500 lb. (1,134 kg.) is maintained in associated tank. 				
	b) Forward Pumps	С	2	1	 (O) One may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lb. (2,177 kg.), and c) A minimum fuel quantity of 1,800 lb. (817 kg.) is maintained in associated tank. 				
	2) (-100/-200/-300) (Plessey 8240 MK I & MK II)								
	a) Aft Pumps	С	2	1	 (O) Except for ER operations, one may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lb. (3,402 kg.), and c) A minimum fuel quantity of 2,500 lb. (1,134 kg.) is maintained in associated tank. 				
	b) Forward Pumps	С	2	1	(O) Except for ER operations, one may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lb. (2,177 kg.), and c) A minimum fuel quantity of 1,800 lb. (817 kg.) is maintained in associated tank. (Continued)				

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	L AVIATION ADMINIST			•	MASTER MINIMUM EQUIPM	MENT LIST	
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SYSTEM & 1. SEQUENCE ITEM NUMBER			2.		ER INSTALLED	28-2	
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28 - FUE	:L				4. REMARKS OR EXCEPTIONS		
1.	Fuel Boost Pumps (Main Tanks) (Cont'd)						
	3) (-600/-700/-800/ -900)						
	a) Aft Pumps	С	2	1	 (O) Except for ER operations beyond 120 m one may be inoperative provided: a) Both main tank forward pumps oper normally, b) At start of takeoff, fuel quantity in as tank is not less than 7,500 lb. (3,40 c) A minimum fuel quantity of 2,500 lb. kg.) is maintained in associated tan 	rate ssociated 2 kg.), and (1,134	
	b) Forward Pumps	С	2	1	(O) Except for ER operations beyond 120 m one may be inoperative provided: a) Both main tank aft pumps operate n b) At start of takeoff, fuel quantity in as tank is not less than 4,800 lb. (2,17 c) A minimum fuel quantity of 1,800 lb. is maintained in associated tank.	ormally, sociated 7 kg.), and	
2.	Fuel Boost Pumps (Center Tank)	С	2	1	May be inoperative provided tank remains e	mpty.	
		С	2	1	 (O) May be inoperative with center tank fuel provided: a) Fuel quantity remaining in main wind adequate to reach a suitable airport remaining center pump fails at any b) Zero fuel weight calculations are adweight of center tank fuel, c) Effect on airplane balance, in event cannot be used, is accounted for, d) LOW PRESSURE light of operating tank pump operates normally, and e) Center tank quantity indication oper normally. (Continued) 	g tanks is if time, justed by fuel center fuel	

REVISION NO : 55 PAGE: 28-3	U.S. DEF	PARTMENT OF TRANS	POR1	TATION	J	
SYSTEM & SEQUENCE NUMBER 1. 28 - FUEL 2. Fuel Boost Pumps (Center Tank) (Control) 1. Universal Fault Interrupter (UEI) (STC ST01844LA, -300, ST02076LA, -600/-700/-800/-900) 3. Fuel Boost Pump Low Pressure Warning Light Systems 1. Main Tank Pump Low Pressure Warning Light Systems 2. Center Tank C C 4 3 May be inoperative provided: a) Calculations are adjusted by weight of center tank fuel. NOTE: AFM limitations for fuel loading must be observed. (M)(O) May be inoperative provided associated center tank boost pump is considered inoperative. (M)(O) May be inoperative provided: a) Associated fuel pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally. 2. Center Tank Pump Low Pressure Warning Light Systems 2. Center Tank Pump Low Pressure Warning Light Systems 2. Center Tank Pump Low Pressure Warning Light Systems 3. May be inoperative provided: a) Both pumps in associated tank operate normally. Associated tank quantity indicator operates normally. Associated tank quant						MASTER MINIMUM EQUIPMENT LIST
SYSTEM & SEQUENCE ITEM 1. 2. NUMBER INSTALLED	AIRCRA	FT:			RE\	/ISION NO: 55 PAGE:
SEQUENCE NUMBER ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS C. (Center Tank) (Cont'd) 2 0 May be inoperative provided:	B-737				DAT	TE: 04/22/2011 28-3
28 - FUEL 2. Fuel Boost Pumps (Center Tank) (Cont'd) 2. Fuel Boost Pumps (Center Tank) (Cont'd) 3. Fuel Boost Pump (STC ST01844LA, -300, ST02076LA, -600/-700/-800/-900) 3. Fuel Boost Pump Low Pressure Warning Light Systems 4. REMARKS OR EXCEPTIONS 4. Center tank quantity indication operates and by weight of center tank deal. NOTE: AFM limitations for fuel loading must be observed. May be inoperative provided associated center tank boost pump is considered inoperative. 5. Total Boost Pump Low Pressure Warning Light Systems 1. Main Tank Pump Low Pressure Warning Light Systems 2. Center Tank Pump Low Pressure Warning Light Systems 3. May be inoperative provided: 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 4. Center tank punitly indication operates normally. 5. May be inoperative provided: 6. Associated fuel pump is not used, and by May be inoperative provided: 6. Associated fuel pump is not used, and by May be inoperative provided: 8. Associated fuel pump is not used, and by May De inoperative provided: 9. Associated fuel pump is not used, and by May De inoperative provided: 1. Associated fuel pump is not used, and by May De inoperative provided: 1. Associated fuel pump is not used, and by May De inoperative provided: 1. Associated fuel pump is not used, and by May De inoperative provided: 1. Associated fuel pump is not used, and by May De inoperative provided: 1. Associated fuel pump is not used, and by May De inoperative provided: 8. Associated fuel pump is not used, and by May De inoperative provided: 9. Associated fuel pump is not used, and by May De inoperative provided: 1. Associated fuel pump is not used. 1. Associated fuel pump is not used. 1. As	SEQUEN	NCE ITEM	1.	2.	NUME	BER INSTALLED
2. Fuel Boost Pumps (Center Tank) (Cont'd) 2. A May be inoperative provided: a) Center tank quantity indication operates normally, and b) Center tank remains empty or zero fuel weight calculations are adjusted by weight of center tank fuel. NOTE: AFM limitations for fuel loading must be observed. 1) Universal Fault Interrupter (UFI) (STC ST01844LA, -300, ST02076LA, -600/-700/-800/-900) 3. Fuel Boost Pump Low Pressure Warning Light Systems 1) Main Tank Pump Low Pressure Warning Light Systems 2) Main Tank Pump Light Systems 2) May be inoperative provided: a) Associated fuel pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally, and b) Associated tank quantity indicator operates normally. C 4 3 May be inoperative for an associated inoperative pump. 2) Center Tank Pump Low Pressure Warning Light Systems C 4 3 May be inoperative provided: a) Associated tank quantity indicator operates normally, and b) Associated tank operate normally, and b) Associated tank Aquantity indicator operates normally. A May be inoperative provided: a) Associated fuel pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.					3.	NUMBER REQUIRED FOR DISPATCH
(Center Tank) (Cont'd) (M) (Cont'd) (Cont'd	28 - FUE	EL				4. REMARKS OR EXCEPTIONS
1) Universal Fault Interrupter (UFI) (STC ST01844LA, -300, ST02076LA, -600/-700/-800/ -900) 3. Fuel Boost Pump Low Pressure Warning Light Systems 1) Main Tank Pump C A Warning Light Systems 1) Main Tank Pump Lights a) Main Tank Pump Lights C 4 3 May be inoperative provided: a) Associated fuel pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally. Associated tank quantity indicator operates normally. C 4 3 May be inoperative provided: a) Both pumps in associated tank operate normally, and b) Associated tank quantity indicator operates normally. C 4 3 May be inoperative for an associated inoperative pump. 2) Center Tank Pump Low Pressure Warning Light Systems (M)(O) May be inoperative provided: a) Both pumps in associated tank operate normally, and b) Associated tank quantity indicator operates normally. (M)(O) May be inoperative provided: a) Both pumps in associated inoperative pump. Associated fuel pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.	2.	(Center Tank)	С	2	0	a) Center tank quantity indication operates normally, and b) Center tank remains empty or zero fuel weight calculations are adjusted by weight of center tank fuel. NOTE: AFM limitations for fuel loading must be
Low Pressure Warning Light Systems 1) Main Tank Pump Low Pressure Warning Light Systems 2) May be inoperative provided: a) Associated fuel pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally. a) Main Tank Pump Lights C 4 3 May be inoperative provided: a) Both pumps in associated tank operate normally, and b) Associated tank quantity indicator operates normally. C 4 3 May be inoperative for an associated inoperative pump. 2) Center Tank Pump Low Pressure Warning Light Systems Associated fuel pump is not used, and b. MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.		Interrupter (UFI) (STC ST01844LA, -300, ST02076LA, -600/-700/-800/	С	2	0	
Low Pressure Warning Light Systems a) Associated fuel pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally. a) Main Tank Pump Lights C 4 3 May be inoperative provided: a) Both pumps in associated tank operate normally, and b) Associated tank quantity indicator operates normally. C 4 3 May be inoperative for an associated inoperative pump. 2) Center Tank Pump Low Pressure Warning Light Systems C 4 1 (M)(O) May be inoperative provided: a. Associated fuel pump is not used, and b. MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.	3.	Low Pressure Warning Light				
Pump Lights a) Both pumps in associated tank operate normally, and b) Associated tank quantity indicator operates normally. C 4 3 May be inoperative for an associated inoperative pump. 2) Center Tank C Pump Low Pressure Warning Light Systems C 4 1 (M)(O) May be inoperative provided: a. Associated fuel pump is not used, and b. MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.		Low Pressure Warning Light	С	4	3	a) Associated fuel pump is not used, andb) MASTER CAUTION lights and FUEL system
2) Center Tank C 2 1 (M)(O) May be inoperative provided: Pump Low Pressure Warning Light Systems			С	4	3	a) Both pumps in associated tank operate normally, andb) Associated tank quantity indicator operates
Pump Low Pressure Warning Light Systems Associated fuel pump is not used, and b. MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.			С	4	3	
		Pump Low Pressure Warning Light	С	2	1	 a. Associated fuel pump is not used, and b. MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.

U.S. DEP	PARTMENT OF TR	ANSPORT	OITAT	٧	
FEDERA	L AVIATION ADMI	NISTRATI	ON	-	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					VISION NO: 55 PAGE:
B-737				DAT	ΓE: 04/22/2011 28-4
SYSTEM SEQUEN NUMBER	ICE IT	1. EM	2.	NUME	BER INSTALLED
NOMBER				3.	NUMBER REQUIRED FOR DISPATCH
28 - FUE	L				4. REMARKS OR EXCEPTIONS
3.	Fuel Boost Pump Low Pressure Warning Light Systems (Cont'd)				
	2) Center Tank Pump Low Pressure Warning Light Systems (Con				
		С	2	0	May be inoperative provided: a) Center tank fuel is not required for flight, b) Center tank fuel boost pumps are turned off, and c) Center tank remains empty or zero fuel weight calculations are adjusted by weight of center tank fuel.
	a) Center Tan Pump Light		2	0	(M)(O) May be inoperative provided: a) Center Tank Fuel Quantity Indicator operates normally, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.
4.	APU Fuel Valve	С	1	0	(M)(O) Except for ER operations, may be inoperative provided:a) APU is not used, andb) Valve is deactivated closed.
5.	Crossfeed VALVE OPEN Light	E C	1	0	 (M) Except for ER operations, may be inoperative provided: a) Crossfeed valve is verified to operate normally, b) Fuel quantity indication for both main tanks operates normally.
6.	Flight Deck Fuel Quantity Indicator (Main Tanks)	C	2	1	 (M)(O)Except for ER operations, one may be inoperative provided: a) All boost pumps in associated tank operate normally, b) Fuel flow meters operate normally, c) Center tank indicator operates normally, d) Flight crew periodically computes fuel remaining, or checks fuel remaining against a pre-computed fuel burn chart, and e) Fuel quantity in associated main tank is verified by an acceptable procedure.

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REV	VISION NO: 55 PAGE:
B-737				DAT	E: 04/22/2011 28-5
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED
NONBE	`			3.	NUMBER REQUIRED FOR DISPATCH
28 - FUE	L				4. REMARKS OR EXCEPTIONS
7.	Flight Deck Fuel Quantity Indicator (Center Tank)				
	1) (-100 and 600/ -700/-800/-900)	С	1	0	May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.
	2) (-200/-300/-400/ -500)	С	1	0	(M) May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.
	3) (-100/-200/-300/- 400/-500)	С	1	0	 (M) Except for ER operations, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure.
	4) (-600/-700/-800/ -900 with Boeing Service Bulletin 737-28A1206 or production equivalent installed)	С	1	0	 (M) Except for ER operations, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure.
8.	Fuel Temperature Indicator	С	1	0	May be inoperative provided Total Air Temperature or Ram Air Temperature is substituted as an indication of fuel temperature.
9. ***	Fuel Quantity Totalizer	С	1	0	
10.	Pressure Fueling System	С	1	0	(M) May be inoperative provided alternate procedures are established and used.
	Fueling Manifold Check Valves	С	-	0	(M) May be inoperative provided associated Fueling Shutoff Valve is verified to operate normally.(Continued)

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U.S. DEF	PARTMENT OF TRANS	PORT	OITAT	1						
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:			REVISION NO: 55			PAGE:			
B-737		_		DAT	DATE: 04/22/2011		28-6			
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	IUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATC	Н				
28 - FUE	EL .				4. REMARKS OR EXCEPTION	S				
10.	Pressure Fueling System (Cont'd)	С	1	0	(M) May be inoperative provided alte are established and used.	rnate prod	cedures			
	2) Fueling Shutoff Valves	С	-	0	 (M) May be inoperative closed provided a) Associated Fueling Manifold operates normally, and b) Alternate procedures are estable used. 	Check Va				
	Refuel Panel Fueling Power Control Switch	С	1	0	May be inoperative off provided refue test switch operates normally in AUX POWER CONTROL position or FUE SWITCH BYPASS position as applic	FUELING L DOOR				
11. ***	Fueling Bay Fuel Cap	D	1	0						
12.	Refueling Control Panel Quantity Indicators	С	-	0	(M) May be inoperative provided fuel verified by an acceptable procedure.		s			
13.	Manually Operated De-fueling Valve				DELETED prior to Revision 27.					
14.	Aft Auxiliary Fuel Tank Boost Pumps (Boeing Aux Tank)	С	2	1	 (O) One may be inoperative provided a) Fuel quantity in other tanks in reach an alternate destination pump fails at any time, and b) Fuel in tank is included as passed weight. 	s adequat n if remair	ning			
		С	2	0	May be inoperative provided tank rer	mains emp	oty.			
		С	2	0	May be inoperative provided fuel in to part of zero fuel weight.	ank is incl	uded as			

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FEDER	RAL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					VISION NO: 55 PAGE:
B-737					TE: 04/22/2011 28-7
SYSTE SEQUE NUMB	ENCE ITEM	1.	2.	NUM	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
28 - FL	JEL				4. REMARKS OR EXCEPTIONS
15. ***	Flight Deck Fuel Quantity Indicators (Aft Auxiliary Tank)				
	Boeing Tank Indicator (Boost Pump Transfer System)	С	1	0	(M)(O) May be inoperative provided both boost pumps operate normally when tank is fueled.
	Cycle,	С	1	0	May be inoperative provided tank remains empty.
	Rogerson/PATS Tank Indicator (Pressurized Transfer System)	С	1	0	 (M)(O) May be inoperative provided: a) Both auxiliary fuel transfer systems operate normally, b) Flight deck center tank fuel quantity indicator operates normally, c) Tank is emptied and serviced with a known quantity of fuel, and d) AFM normal procedures are used for in-flight fuel transfer.
		С	1	0	May be inoperative provided tank remains empty.
16.	Fuel Measuring Sticks/Dripsticks	С	-	0	(M) May be inoperative or broken/missing provided fuel quantity is determined by other acceptable means.
17. ***	Fuel Scavenge System	С	1	0	May be inoperative with fuel scavenge shutoff valve closed.
		С	1	0	(O) May be inoperative with fuel scavenge shutoff valve open provided No. 1 Main Fuel Tank forward boost pump remains off.
		С	1	0	May be inoperative with fuel scavenge shutoff valve open provided center tank remains empty.
18.	Aft Auxiliary Tank Pressurized Transfer System (Rogerson/PATS Aux Tank)	С	2	1	 (O) One may be inoperative provided: a) Remaining transfer system operates normally, b) Fuel quantity in other tanks is adequate to reach an alternate destination if remaining valve fails at any time, and c) Fuel in tank is included as part of zero fuel weight.
		С	2	0	May be inoperative provided tank remains empty.

May be inoperative provided fuel in tank is included as part of zero fuel weight.

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	L AVIATION ADMINIST	KAII	ON	DEV	MASTER MINIMUM EQUIPM	1
AIRCRA B-737	rı:			DAT	ISION NO : 55 E: 04/22/2011	PAGE : 28-8
SYSTEM	1&	1.				20-0
SEQUEN	ICE ITEM		2.	NUMB	ER INSTALLED	
NOWIDE	`			3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUE	L				4. REMARKS OR EXCEPTIONS	
19. ***	Aft Auxiliary Tank Refueling Valves (Rogerson Aux Tank)	С	2	1	(O) One may be inoperative provided: a) Remaining refueling valve operates and b) Automatic refueling shutoff system normally.	•
20	Aft Auxiliary Tank LOW PRESSURE/ TRANSFER Lights (Rogerson Aux Tank)	С	2	1	(O) One may be inoperative provided: a) Auxiliary fuel tank indicator operate and b) Automatic transfer system operates	-
		С	2	0	(O) May be inoperative for an associated in fuel transfer system.	operative
21.	Fuel Quantity Test Switches					
	1) Digital System	С	-	0		
	2) Analog System (-100/-200/-300)					
	a) Flight Deck	С	1	0	(M) May be inoperative provided associated quantity indicators are verified to operate no once each flight day.	
	b) Fueling Panel	С	-	0	(M) May be inoperative provided associated quantity is verified by an acceptable proced	
22.	FUEL/SPAR VALVE CLOSED Lights					
	1) FUEL VALVE CLOSED Lights (-100/-200/-300/ -400/-500)	С	2	0	(M) May be inoperative provided: a) Associated valve is verified to oper normally, and b) Crossfeed VALVE OPEN light oper normally.	
	2) SPAR VALVE CLOSED Lights (-600/-700/-800/ -900	С	2	0	(M) May be inoperative provided: a) Associated valve is verified to oper normally, and b) Crossfeed VALVE OPEN light oper normally.	

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPME	NT LIST	
AIRCRA	FT:			REV	ISION NO: 55	PAGE:	
B-737				DAT	DATE: 04/22/2011 2		
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH		
28 - FUE	:L				4. REMARKS OR EXCEPTIONS		
23.	Fuel Summation Unit (FSU) (-200/-300/-400/ -500)						
	1) PDCS	С	1	0	(M)(O) May be inoperative provided PDCS fur requiring gross weight are not used.	nctions	
	2) FMCS (Software Update 7.4 and prior)	С	1	0	(M)(O) May be inoperative provided: a) FMCS functions requiring gross weight not used, and b) AFDS VNAV mode is not used.	nt are	
	3) FMCS (Software Updates 7.5, 8.5, and 10.x)	С	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.		
24.	Refuel Panel Fueling Power Control Switch				Incorporated as a sub-item in 28-10 Rev 47a.		
25. ***	Center Tank Fuel Boost Pump Automatic Shut Off System (Service Bulletin 737- 28A1228, 737- 28A1216, 737-28A1206, or Equivalent Installed)						
	1) All Models	С	2	0	May be inoperative provided associated cente fuel boost pump is considered inoperative.	r tank	
		С	2	0	May be inoperative provided center tank rema empty.	ins	
					(Continued)		

U.S. DEPARTMEN FEDERAL AVIATION			N		MASTER MINIMU	M EQLIIPME	NTLIST
AIRCRAFT:			RE	VISION N		55	PAGE:
B-737			DA	TE:	04/22/2011		28-10
SYSTEM & SEQUENCE NUMBER	QUENCE ITEM		NUME	BER INS	ΓALLED		•
			3.	NUMBE	R REQUIRED FOR DISPA	АТСН	
28 - FUEL				4.	REMARKS OR EXCEPTI	ONS	
Automat System of Bulletin 7 28A1228 28A1216 737-28A	ic Shut Off (Service 737- 3, 737- 5,						
2) -100/-400/-	-200/-300/ C -500	2	0	a.	not be ON unless person the flight deck to monitor For ground operations, c pump switches must not unless the center tank fu 1,000 pounds (453 kg), or transferring fuel, Both center tank fuel boo positioned OFF at first in low pressure, and Center tank fuel boost pupositioned ON when estaflight if the center tank co	sst pump Low Systems ope indication op ump switches anel are avail low pressure enter tank fur be positioned el quantity ex except when est pumps are dication of fur umps may be ablished in cr	erates berates s must able in e lights, el boost d to ON exceeds defueling elel pump

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FEDERAL AVIATION ADMIN	NISTRAT	ION	5-	VICION NO -	MASTER MINIMUN	·	1
AIRCRAFT:				VISION NO : TE:	04/22/2011	55	PAGE: 28-11
B-737 SYSTEM &	1.				04/22/2011		28-11
SEQUENCE ITE NUMBER		2.	NUM	BER INSTALLE	D		
			3.	NUMBER REQ	UIRED FOR DISPA	ТСН	
28 - FUEL				4. REMA	ARKS OR EXCEPTION	ONS	
25. Center Tank Fuel Boost Pump Automatic Shut Of System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installe (Cont'd)	d)						
3) -600/-700/-800/-900	C	2	0	a. Both Press norm b. Centre control c	er tank fuel quantity in ally, er tank fuel boost pures personnel are avaignt to monitor low pressuround operations, cere switches must not be the center tank fuel pounds (453 kg), expresserring fuel, er tank fuel boost pures (2,300 kg) with air	st pump Lovystems open ndication open must not lable in the ure lights, enter tank fupe positioned quantity except when make are OF is less than relane reading the pumps are tank fuel of 200 kg) of fuels to pumps are reading to pumps are pumps may be obtained in comps may be obtained in comps may be obtained and are pumps may be obtained and are pumps may be obtained in comps may be obtained and are pumps may be obt	erates ot be ON flight el boost d to ON xceeds defueling F for 5,000 fed for equantity el during e quantity uel e quantity uel e quantity uel

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28-12
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FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REV	ISION NO: 55 PAGE:
B-737				DAT	E: 04/22/2011 28-13
SYSTEN SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
28 - FUE	L				4. REMARKS OR EXCEPTIONS
101.	Forward Auxiliary Fuel System Vent Valves (PATS, -600/ -700/-800)	В	2	1	 (M)(O) One may be inoperative provided: a) Remaining Fwd Aux tank vent valve operates normally, b) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining vent valve fails at any time, and c) Fuel in tank is included as part of zero fuel weight.
		С	2	0	May be inoperative provided Fwd Aux tank remains empty.
		С	2	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.
102.	Forward Auxiliary Fuel System Bleed Air Valve (PATS, -600/-700/-800)	С	1	0	May be inoperative provided: a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Fwd Aux fuel quantity indicator operates normally.
		С	1	0	May be inoperative provided Fwd Aux tank remains empty.
		С	1	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.
103.	Aft Auxiliary Fuel System Transfer Valves (PATS, -600/-700/-800)	В	2	1	 (M)(O) One may be inoperative provided: a) Inoperative Aft Aux tank transfer valve is verified "closed" and remains closed, b) Remaining Aft Aux tank transfer valve operates normally, c) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining transfer valve fails at any time, and d) Fuel in Aft Aux tank is included as part of zero fuel weight.
		С	2	0	May be inoperative provided Aft Aux tank remains empty.
		С	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.

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	PARTMENT OF TRANS	_		N	
	L AVIATION ADMINIST	RATIO	ON	1	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REV	ISION NO: 55 PAGE:
B-737				DAT	E: 04/22/2011 28-14
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
28 - FUE	:L				4. REMARKS OR EXCEPTIONS
104.	Aft Auxiliary Fuel System Vent Valves (PATS, -600/ -700/ -800)	В	2	1	 (M)(O) One may be inoperative provided: a) Remaining Aft Aux tank vent valve operates normally, b) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining vent valve fails at any time, and c) Fuel in Aft Aux tank is included as part of zero fuel weight.
		С	2	0	May be inoperative provided Aft Aux tank remains empty.
		С	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.
105.	Aft Auxiliary Fuel System Bleed Air Valve (PATS, -600/ -700/-800)	С	1	0	May be inoperative provided: a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Aft Aux fuel quantity indicator operates normally.
		С	1	0	May be inoperative provided Aft Aux tank remains empty.
		С	1	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.
106.	Auxiliary Fuel System Isolation Valve Open Light (PATS, -600/-700/ -800)	С	1	0	(M) May be inoperative provided isolation valve is visually verified open before each flight.
107.	Auxiliary Fuel System Isolation Valve Closed Light (PATS, -600/-700/ -800)	С	1	0	(M) May be inoperative provided isolation valve is visually verified closed before each auxiliary refueling.
108.	Auxiliary Fuel System Isolation Valve (PATS, -600/ -700/-800)	С	1	0	 (M) May be inoperative provided: a) Isolation valve is safety wired in open position, and b) Electrical connector is capped for flight. NOTE: Fuel remaining in auxiliary tanks may be used for flight.

U.S. DEF	PARTMENT OF TRANS	PORT	ATION		
	L AVIATION ADMINIST			•	MASTER MINIMUM EQUIPMENT LIST
AIRCRA				RFV	ISION NO: 55 PAGE:
B-737				DAT	
SYSTEM		1.	2.		ER INSTALLED
SEQUEN NUMBEI					
				3.	NUMBER REQUIRED FOR DISPATCH
28 - FUE	EL				4. REMARKS OR EXCEPTIONS
109.	Auxiliary Tank Fueling Valves (PATS, -600/-700/ -800)				
	Forward Auxiliary Refueling Valve	С	1	0	(M) May be inoperative provided forward refueling valve is verified "closed".
					NOTE 1: Auxiliary Fuel Tanks shall not be fueled until refueling valve has been verified to operate normally.
					NOTE 2: Fuel remaining in tank may be used for flight.
	Aft Auxiliary Refueling Valve	С	1	0	(M) May be inoperative provided aft refueling valve is verified "closed".
					NOTE 1: Auxiliary Fuel Tanks shall not be fueled until refueling valve has been verified to operate normally.
					NOTE 2: Fuel remaining in tank may be used for flight.
110.	Auxiliary Fuel System Alert Message Display (PATS, -600/-700/ -800)	С	2	1	(M) One may be inoperative provided transfer system is verified to operate normally.
		С	2	0	May be inoperative provided auxiliary tanks remain empty.
		С	2	0	May be inoperative provided fuel auxiliary tanks is included as part of zero fuel weight.
111.	Auxiliary Fuel Control Unit (PATS, -600/-700/-800)	С	1	0	(O) May be inoperative provided auxiliary fuel tanks remain empty.

II O DEF		DOD.	-	\.I		
	PARTMENT OF TRANS			N	MA OTED MINIMUM FOLUDIATALT	LIOT
	L AVIATION ADMINIST	RAII	ON	DE.	MASTER MINIMUM EQUIPMENT	
AIRCRA	FI:					PAGE:
B-737 SYSTEM	1 &	1.		DAT		28-16
SEQUEN	ICE ITEM		2.	NUMB	ER INSTALLED	
NUMBER	₹			3.	NUMBER REQUIRED FOR DISPATCH	
				0.		
28 - FUE	L				4. REMARKS OR EXCEPTIONS	
112.	Auxiliary Fuel Low Level Float Switches (PATS, -600/-700/ -800)					
	Forward Tank System	С	2	1	(O) One low level switch may be inoperative provided fuel quantity indicators operate normally.	vided
		С	2	0	(O) May be inoperative provided tank remains en	npty.
		С	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.	
	2) Aft Tank System	С	2	1	(O) One low level switch may be inoperative provided fuel quantity indicators operate normally.	vided
		С	2	0	(O) May be inoperative provided tank remains en	npty.
		С	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.	
113.	Auxiliary Fuel Processor (PATS, -600/-700/-800)	С	1	0	(O) May be inoperative provided auxiliary fuel tan remains empty.	k
114.	Auxiliary Fuel Pressure Switches (PATS, -600/-700/ -800)					
	Forward Tank Pressure Switches	С	2	1	(M) One may be inoperative provided: a) Failed pressure switch indicates low pres b) Pressurization system operates normally c) Air conditioning packs operate normally.	
		С	2	0	May be inoperative provided tank remains empty	
		С	2	0	May be inoperative provided fuel in tank is includ part of zero fuel weight.	ed as
					(Continued)	

U.S. DEF	PARTMENT OF T	RANSPOR	TATIOI	N	
FEDERA	L AVIATION ADI	MINISTRATI	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				RE	/ISION NO: 55 PAGE:
B-737				DAT	TE: 04/22/2011 28-17
SYSTEM SEQUEN NUMBER	NCE I	1. TEM	2.	NUME	BER INSTALLED
	<u>-</u>			3.	NUMBER REQUIRED FOR DISPATCH
28 - FUE	iL .				4. REMARKS OR EXCEPTIONS
114.	Auxiliary Fuel Pressure Switch (PATS, -600/-70 -800) (Cont'd)				
	2) Aft Tank Pressure Switches	С	2	1	 (M) One may be inoperative provided: a) Failed pressure switch indicates low pressure, b) Pressurization system operates normally, and c) Air conditioning packs operate normally.
		С	2	0	May be inoperative provided tank remains empty.
		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.
115.	Auxiliary Fuel Center Tank Flo Switches (PATS -600/-700/-800)		2	0	(O) May be inoperative provided auxiliary fuel tanks remain empty.
	-000/-700/-000/	С	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.
116.	Auxiliary Fuel Maintenance Switches (PATS -600/-700/-800)		2	1	 (M) One may be inoperative provided: a) Affected maintenance switch/indicator is failed in an open condition, and b) Remaining maintenance switch/indicator is verified to operate normally.
		С	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.
117.	Auxiliary Fuel A Switches (PATS -600/-700/-800)	S,	2	1	 (M) One may be inoperative provided: a) Affected alert switch/indicator is failed in an open condition, and b) Remaining alert switch/indicator is verified to operate normally.
		С	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.

U.S. DEF	PARTMENT OF TRANS	PORT	OITA	1			
FEDERA	L AVIATION ADMINIST	[RATI	NC		MASTER MINIMUM EQUIPMEN	NT LIST	
AIRCRA	FT:			REV	REVISION NO: 55 PA		
B-737				DAT	E: 04/22/2011	28-18	
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED		
No.III DE.				3.	NUMBER REQUIRED FOR DISPATCH		
28 - FUE	EL				4. REMARKS OR EXCEPTIONS		
118.	Auxiliary Fuel Test Switches (PATS, -600/-700/-800)	С	2	0	 (M) May be open provided: a) Associated fuel quantity indicator disples verified to operate normally before each and b) Alert message displays are verified to normally before each flight. 	ch flight,	
119.	Flight Deck Fuel Quantity Indicators (Auxiliary Tanks) (PATS, -600/-700/ -800)						
	Aft Auxiliary Tank System	С	2	1	(O) One may be inoperative provided transfer operates normally and total fuel quantity on the is verified to be correct.		
		С	2	0	May be inoperative provided auxiliary fuel tank remain empty.	ss	
		С	2	0	May be inoperative provided fuel in tank is incl part of zero fuel weight.	uded as	
	Forward Auxiliary Tank System	С	2	1	(O) One may be inoperative provided transfer operates normally and total fuel quantity on the is verified to be correct.		
		С	2	0	May be inoperative provided auxiliary fuel tank remain empty.	is.	
		С	2	0	May be inoperative provided fuel in tank is incl part of zero fuel weight.	uded as	

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	L AVIATION ADMIN			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRA		ISTINATI	ON	DEV	VISION NO : 53 PAGE:
B-737				DAT	
SYSTEM	I &	1.	2		<u>l</u>
SEQUEN NUMBER		M	2.	NUMB	ER INSTALLED
NOWIDE	`			3.	NUMBER REQUIRED FOR DISPATCH
29 - HYD	RAULICS				4. REMARKS OR EXCEPTIONS
20 1112	717102100				TEMPUTE OF EXCENTIONS
1.	Ground Inter- connect Valve (System A and B) (-100/-200)	С	1	0	(M) May be inoperative provided valve remains closed.
2.	System B Pumps				
	1) (-100/-200)	С	2	1	Except for ER operations, one may be inoperative provided: a) Pressure indicator operates normally, and b) Thrust reversers operate normally.
	2) Engine Driven Hydraulic Pump Depressurizatio Function (-300/ -400/-500/-600/ -700/-800/-900)		1	0	
3.	System Pressure Indications (A and B)				
	1) (-100/-200)	С	2	0	(O) May be inoperative provided: a) System pressure is checked from brake pressure indicator before each departure, and b) All hydraulic low pressure lights operate normally.
	2) (-300/-400/-500/ -600/-700/-800/ -900)	C	2	1	(O) One may be inoperative provided: a) System pressure is checked before each departure, and b) All hydraulic low pressure lights operate normally.
4.	System A Pump Low Pressure Indication Systems	С	2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.
5.	System B Pump Low Pressure Indication Systems	С	2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.
6.	Hydraulic Brake Pressure Indicator				MOVED to item 32-13, Revision 33.

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REV	ISION NO: 53 PAGE:
B-737		_		DAT	E: 08/01/2009 29-2
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED
	-			3.	NUMBER REQUIRED FOR DISPATCH
29 - HYD	RAULICS				4. REMARKS OR EXCEPTIONS
7.	System A and B Overheat Lights				
***	1) System A Over- heat Lights (-100/-200)	D	2	0	
	2) System B Over- heat Lights (-100/-200)	С	2	0	May be inoperative provided associated system B Low Pressure light operates normally.
	3) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	0	May be inoperative provided associated Low Pressure light operates normally.
8.	Hydraulic Quantity Low Level Light System B (-100/ -200)	С	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.
9.	Hydraulic Quantity Low Level Light System (Standby System)	С	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.
10.	System A Pumps				
	Engine Driven Hydraulic Pump Depressurization Function	С	-	0	
11.	System A Quantity Indication System (Flight Deck)				
	1) -100/-200	С	1	0	 (M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System A pressure indicator operates normally, and c) System B and Standby systems low quantity lights operate normally. (Continued)

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	PARTMENT OF TRANS			N	MA CTED MINIMUM FOLUDMENT LICT
	L AVIATION ADMINIS	IRAII	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	.F1:				VISION NO : 53 PAGE:
B-737 SYSTEM	I Q	1.		DA	TE: 08/01/2009 29-3
SEQUEN NUMBEI	NCE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
29 - HYC	PRAULICS				4. REMARKS OR EXCEPTIONS
11.	System A Quantity Indication System (Flight Deck) (Cont'd)				
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	 (M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally.
12.	Standby System Low Pressure Light	С	1	0	 (M) May be inoperative provided: a) Standby system low quantity light operates normally, b) Output of standby pump is verified before each departure, and c) Both System B pumps operate normally.
13.	Hydraulic Reservoir Pressurization System Sources	С	-	1	(M) May be inoperative provided reservoir can be pressurized.
14.	System A Overheat Lights				Incorporated into Item 29-7 in Revision 39.
15.	System B Quantity Indication System (Flight Deck) (-300/ -400/-500/-600/ -700/-800/-900)	С	1	0	 (M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally.
16. ***	Hydraulic Reservoir Air Pressure Indicator (Wheel Well)	С	-	0	
17.	Hydraulic Reservoir Quantity Indicator (Wheel Well)	С	-	0	
18.	Hydraulic Reservoir Fill System (Wheel Well)	С	1	0	

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FEDERAL AVIATION ADMINISTRATION LIST				MASTER MINIMUM EQUIPMENT			
AIRCRAFT:			REV	REVISION NO :		PAGE:	
B-737			DAT	TE: 08/01/2009		30-1	
NCE ITEM	1.	2.	NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
30 - ICE AND RAIN PROTECTION			4. REMARKS OR EXCEPTIONS				
Wing Anti-Ice Valves	С	2	0	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative closed provided airplane is not operated in known or forecast icing conditions.			
1) (-100/-200)	С	2	0	 a) Valve is manually closed for b) Associated manifold is depoutside air temperature is a (10 degrees C), c) Associated engine bleed the followed when manifold is d) Air conditioning and pressurequirements are followed 	is manually closed for engine start, ciated manifold is depressurized when de air temperature is above 50 degrees F egrees C), ciated engine bleed thrust limits are wed when manifold is pressurized, and anditioning and pressurization rements are followed when one or both		
2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1	 a) Except for engine start, as depressurized when outside above 50 degrees F (10 degrees between 50) b) Associated engine bleed the followed when manifold is c) Air conditioning and pressure. 	ot for engine start, associated manifold is ssurized when outside air temperature is 50 degrees F (10 degrees C), stated engine bleed thrust limits are ed when manifold is pressurized, and nditioning and pressurization ements are followed when one manifold		
Wing Anti-Ice Valve Position Lights	С	2	0				
Engine and Nose Cowl Anti-Ice Valves							
1) (-100/-200)	С	6	5	a) All remaining anti-ice valve and	es operate r	normally,	
	AFT: M & ITEM ER E AND RAIN PROTECTION Wing Anti-Ice Valves 1) (-100/-200) 2) (-300/-400/-500/-600/-700/-800/-900) Wing Anti-Ice Valve Position Lights Engine and Nose Cowl Anti-Ice Valves Valves	AFT: M & 1. ENCE ITEM ER E AND RAIN PROTECTION Wing Anti-Ice C Valves 1) (-100/-200) C 2) (-300/-400/-500/ C -600/-700/-800/ -900) Wing Anti-Ice Valve C Position Lights Engine and Nose Cowl Anti-Ice Valves	AFT: IM & 1. ITEM ER E AND RAIN PROTECTION Wing Anti-Ice Valves 2) (-300/-400/-500/ C 2 -600/-700/-800/-900) Wing Anti-Ice Valve C Position Lights Engine and Nose Cowl Anti-Ice Valves	AFT: M & 1. 2. NUME	AFT: DATE: 08/01/2009	AFT: REVISION NO:	

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FEDERAL AVIATION ALLIST	OMINISTRA	TION		MASTER MINIMUM EQUIPMENT				
AIRCRAFT:				REV	VISION NO: 53 PAGE:			
B-737				DAT	TE: 08/01/2009 30-2			
SYSTEM & SEQUENCE NUMBER	ITEM 1	2.	N	IUMB	BER INSTALLED			
NUMBER			3.	-	NUMBER REQUIRED FOR DISPATCH			
30 - ICE AND RAIN PRO	OTECTION				4. REMARKS OR EXCEPTIONS			
3. Engine and No Cowl Anti-Ice Valves (Cont'o								
1) (-100/-200) (Cont'd)		6		5	 (M)(O) One may be inoperative open provided: a) All thrust rating limits on associated engine, except for takeoff and go-around, are reduced by .03 EPR, b) Enroute climb limited weight is reduced by 3,000 lb. (1,361 Kg), c) At temperatures greater than 50 degrees F (10 degrees C), (1) Takeoff and go-around thrust limits on associated engine are reduced by .03 EPR, (2) Takeoff and landing performance limited weight is reduced by 3,000 lb. (1,361 Kg), d) All remaining valves operate normally, e) Operating temperature for cowl valves is limited to 50 degrees F (10 degrees C) maximum (ambient or total air temperature) unless S/B 71-1045 or 71-1046 "Nose Cowl TAI Spray Ring Modification" or production equivalent has been incorporated, and f) For JT8D-15/15A, JT8D-17/17A engine installations, the following adjustments must be applied when dispatching with anti-ice OFF, and the following conditions exists: -TAKEOFF- (-15/15A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 0 degrees F (-18 degrees C). (-17/17A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 15 degrees F (-10 degrees C). (Continued) 			

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LIST	MOTIVATI	OIN .	T	IVIAO I EIX IVIII VIII VIII VIII EQUIF IVIEN I
AIRCRAFT:			RE	EVISION NO: 53 PAGE:
B-737			DA	TE: 08/01/2009 30-3
SYSTEM & SEQUENCE ITE NUMBER	1. EM	2.	NUM	BER INSTALLED
		-	3.	NUMBER REQUIRED FOR DISPATCH
30 - ICE AND RAIN PROTE	CTION			4. REMARKS OR EXCEPTIONS
3. Engine and Nose Cowl Anti-Ice Valves (Cont'd)				
1) (-100/-200) (Cont'd)				-GO-AROUND-
				(-15/15A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 0 degrees F (-18 degrees C).
				(-17/17A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 15 degrees F (-10 degrees C).
				 (1) Takeoff and go-around thrust limits on associated engine are reduced by .03 EPR, (2) Takeoff and landing performance
				weight is reduced by 3,000 lb. (1,361 Kg).
2) (-300/-400/-500	O) C	2	1	(M) One may be inoperative closed provided airplane is not operated in known or forecast icing conditions.
	С	2	1	(M)(O) One may be inoperative locked open provided: a) Associated High Stage Valve is considered
				inoperative, b) Ambient temperature is below 100 degrees F
				 (38 degrees C), c) A minimum of 60% N1 is maintained on associated engine during flight in icing conditions,
				 d) All thrust rating limits on affected engine, except Takeoff and Go-Around, are reduced by 0.8% N1,
				e) Enroute climb limited weight is reduced by 4,500 lb. (2,040 Kg),
				(Continued)

U.S. DEPARTMENT OF TRAN	ISPORT	ΓΑΤΙΟΙ	٧						
FEDERAL AVIATION ADMINIS	STRATI	ON		MASTER MINIMUM EQUIPMENT					
AIRCRAFT:			RE	VISION NO: 53 PAGE:					
B-737			DAT	TE: 08/01/2009 30-4					
SYSTEM & SEQUENCE ITEM	1.	2.	NUME	BER INSTALLED					
NUMBER			3.	NUMBER REQUIRED FOR DISPATCH					
30 - ICE AND RAIN PROTECT	ΓΙΟΝ			4. REMARKS OR EXCEPTIONS					
3. Engine and Nose Cowl Anti-Ice Valves (Cont'd)									
2) (-300/-400/-500) (Cont'd)				f) At temperatures greater than 50 degrees F (10 degrees C), Takeoff and Go-Around thrust limits on associated engine and takeoff and landing performance limited weights are reduced by:					
				RATING %N1 WEIGHT 18.5 K 0.8 3650 lb. (1670 Kg) 20.0 K 0.8 3900 lb. (1770 Kg) 22.0 K 0.8 3900 lb. (1770 Kg) 23.5 K 1.1 4650 lb. (2110 Kg)					
				 g) For temperatures at or below 50 degrees F (10 degrees C), base performance limited weights on Engine Anti-Ice ON. 					
3) (-600/-700/-800/ -900)	С	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative closed provided airplane is not operated in known or forecast icing conditions.					
	С	2	1	 (M)(O) One may be inoperative locked open provided: (a) Associated High Stage Valve is considered inoperative, (b) Ambient temperature is below 100 degrees F (38 degrees C), (c) A minimum of 60% N1 is maintained on associated engine during flight in icing conditions, (d) All thrust rating limits on affected engine, except Takeoff and Go-Around, are reduced by 1.1% N1, (e) Enroute climb limited weight is reduced by 4,000 lb. (1,810 Kg), (Continued) 					

FEDEF LIST	RAL AVIATION ADMINIST	TRATI	ON		MASTER MINIMUM EQUIPMENT
AIRCF	RAFT:			RE	EVISION NO: 53 PAGE
B-737				DA	ATE: 08/01/2009 30-5
SYSTE SEQUI NUMB	ENCE ITEM	1.	2.	NUM	IBER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
30 - IC	E AND RAIN PROTECTION	ON			4. REMARKS OR EXCEPTIONS
3.	Engine and Nose Cowl Anti-Ice Valves (Cont'd)				
	3) (-600/-700/-800/ -900) (Cont'd)				f) At temperatures greater than 50 degrees F (10 degrees C);
					 (1) Takeoff and Go-Around thrust limits on associated engine are reduced by 1.4% N1, and (2) Takeoff and landing performance limited weights are reduced by 4500 lb. (2040 Kg).
					g) For temperatures at or below 50 degrees F (10 degrees C), base performance limited weights on Engine Anti-Ice ON.
4.	Engine and Nose Cowl Anti-Ice Valve Position Lights or TAI Indications				
	1) (-100/-200)	С	-	0	(M) May be inoperative provided valve is verified to operate normally before each departure.
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	-	0	(O) May be inoperative provided valve is verified to operate normally before each departure.
	3) (-600/-700/-800/ -900)	С	4	2	One valve position indication (either COWL VALVE OPEN light or TAI indication) for each engine may be inoperative provided other valve position indication for that engine operates normally.
	4) (All Models)	С	-	-	May be inoperative provided associated valve is considered inoperative.

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FEDERAL AVIATION AILIST	OMINISTRA ⁻	ΓΙΟΝ		MASTER MINIMUM EQUIPMENT
AIRCRAFT:			R	EVISION NO: 53 PAGE:
B-737			D	ATE: 08/01/2009 30-6
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUI	MBER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
30 - ICE AND RAIN PRO	OTECTION			4. REMARKS OR EXCEPTIONS
5. Pitot/Static Pr Heaters	obe			
1) (-100/-200/ -400/-500)	/-300/			
a) No. 1 A Pitot/Sta Heater Lower F	atic (Right	1	0	 May be inoperative provided: a) No. 2 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions.
b) No. 2 A Pitot/Sta Heater Lower F	atic (Left	1	0	May be inoperative provided: a) No. 1 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions.
	Е	1	0	May be inoperative provided: a) No.1 Aux Pitot Static heater operates normally, and b) Dispatch deviations for associated equipment are observed.
c) Pitot/Sta Heaters (Upper Probes)	;	2	1	Pilot's or copilot's may be inoperative for day VMC provided airplane is not operated in visible moisture, or in known or forecast icing conditions.
2) (-600/-700/ -900)	/-800/			
a) Left/Rig Pitot He		2	1	Except for ER operations beyond 120 minutes, one may be inoperative for day VMC provided: a) Aux Pitot heater operates normally, b) Airplane is not operated in visible moisture, and c) Airplane is not operated in known or forecast icing conditions. (Continued)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AL AVIATION ADMINIST	RATI	ON	MASTER MINIMUM EQUIPMENT						
FT:			REV	ISION NO :		53	PAGE:		
			DAT	E: 08	8/01/2009		30-7		
SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMB	ER INSTALLED					
			3.	3. NUMBER REQUIRED FOR DISPATCH					
AND RAIN PROTECTION	ON			4. REMARKS OF	R EXCEPTIO	NS			
Pitot/Static Probe Heaters									
2) (-600/-700/-800/ -900) (Cont'd)									
b) Aux Pitot Heater (Right Lower Probe)	В	1	0	be inoperative provide a) Both Left and normally, and b) Airplane is no	ed: Right Pitot he t operated in	eaters oper	ate		
Vertical Stabilizer Pitot Heaters (Elevator and Rudder Feel Systems)	В	2	1	may be inoperative pro	ovided airplar	ne is not op			
Total Air Temperature Probe Heater	С	-	0	be inoperative provide	ed airplane is				
	С	-	0	temperature indicator	system is ins	talled and			
Angle of Attack Sensor Heater(s)/ Stall Warning System Sensor Heater(s)/Alpha Vane Heater(s)	С	-	0	be inoperative provide	ed airplane is				
	FT: I & NCE ITEM R AND RAIN PROTECTION Pitot/Static Probe Heaters 2) (-600/-700/-800/-900) (Cont'd) b) Aux Pitot Heater (Right Lower Probe) Vertical Stabilizer Pitot Heaters (Elevator and Rudder Feel Systems) Total Air Temperature Probe Heater Angle of Attack Sensor Heater(s)/Stall Warning System Sensor Heater(s)/Alpha	IFT: I & 1. IVER ITEM AND RAIN PROTECTION Pitot/Static Probe Heaters 2) (-600/-700/-800/-900) (Cont'd) b) Aux Pitot B Heater (Right Lower Probe) Vertical Stabilizer B Pitot Heaters (Elevator and Rudder Feel Systems) Total Air C Temperature Probe Heater C Angle of Attack C Sensor Heater(s)/Stall Warning System Sensor Heater(s)/Alpha	AND RAIN PROTECTION Pitot/Static Probe Heaters 2) (-600/-700/-800/-900) (Cont'd) b) Aux Pitot B Heater (Right Lower Probe) Vertical Stabilizer B Pitot Heaters (Elevator and Rudder Feel Systems) Total Air C Temperature Probe Heater C - Angle of Attack C Sensor Heater(s)/Stall Warning System Sensor Heater(s)/Alpha	IFT: I & NCE ITEM R AND RAIN PROTECTION Pitot/Static Probe Heaters 2) (-600/-700/-800/ -900) (Cont'd) b) Aux Pitot B Heater (Right Lower Probe) Vertical Stabilizer B 2 1 Pitot Heaters (Elevator and Rudder Feel Systems) Total Air C - 0 Total Air C - 0 Angle of Attack C - 0 Angle of Attack C - 0 Angle of Attack C Sensor Heater(s)/Stall Warning System Sensor Heater(s)/Alpha	FT: REVISION NO: DATE: Ox DATE: Ox	FT: REVISION NO: DATE: 08/01/2009 1 & 1.	FT: REVISION NO: DATE: 08/01/2009 1. DATE: 08/01/		

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	L AVIATION ADI			•	MASTER MINIMUM EQUIPMENT
LIST	LAVIATIONADI	VIII VIO I I VA I	1014		WACTER WINNINGWEGON WEINT
AIRCRA	FT:			R	REVISION NO: 53 PAGE:
B-737					DATE: 08/01/2009 30-8
SYSTEM		1. TEM	2.	NU	UMBER INSTALLED
NUMBER	₹				
				3.	NUMBER REQUIRED FOR DISPATCH
30 - ICE	AND RAIN PRO	TECTION			4. REMARKS OR EXCEPTIONS
9.	Pitot, Pitot/Staticand Temperature Probe Heater Li	re			
***	1) Green (Heat On) Lights (-100/-200)	er			
	a) Pitot and F Static	Pitot/ B	-	-	 (M) One may be inoperative provided: a) Required heater function is verified before each departure, and b) HEATER OFF light operates normally.
	b) Temperatu	ire C	1	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.
		С	1	0	May be inoperative provided associated heater is inoperative.
***	2) Amber (Heat Off) Lights	er			
	a) Pitot and F Static	Pitot/ B	-	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated heater function is verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.
	b) Temperatu	ire C	-	1	1
		С	-	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.
		С	-	0	May be inoperative provided associated heater is inoperative.
10.	Wing Anti-Ice D Overheat Syste				
***	1) Ground Test Feature	С	1	0	0

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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B-737			1	DAT	E: 08/01/	2009	30-9
SYSTE SEQUI NUMB	ENCE ITEM	1.	2.	NUME	ER INSTALLED		
				3.	NUMBER REQUIRED FOR	DISPATCH	
30 - IC	E AND RAIN PROTECTI	ON			4. REMARKS OR EX	CEPTIONS	
11.	Electrically Heated Windshields						
	1) No.1 or No. 2 Window	С	4	3	Except for ER operations by No. 1 or No. 2 window heat provided: a) Airplane is not operations, by Windshield de-fogrand c) Airspeed is limited feet MSL.	ter may be inoperated in known or system operates r	ative forecast normally,
***	2) No. 4 or No. 5 Window	С	4	0	No. 4 and No. 5 window he provided airspeed is limited feet MSL.		
***	3) No. 3 Window Heat System(s)	D	2	0			
12.	De-Fog System	С	1	0			
13.	Windshield Wiper System(s)	С	2	0	May be inoperative provide in precipitation within 5 nat takeoff or intended landing	utical miles of airpo	
	1) Park Function	С	2	0	May be inoperative for all f blade(s) can be positioned obstruct forward vision.		
***	2) Intermittent Speed Function (-300/-400/-500/ -600/-700/-800/ -900)	D	2	0			
	3) Low Speed Function	С	2	0	May be inoperative provide functions operate normally (Continued)		i

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FEDERA LIST	L AVIATION ADMIN	ISTRATI	ON		MASTER MINIMUM EQUIPMENT				
AIRCRA	FT:			REV	ISION NO: 53 PAGE:				
B-737				DAT	E: 08/01/2009 30-10				
SYSTEM SEQUEN NUMBER	ICE ITEM	1. /I	2.	NUMB	NUMBER INSTALLED				
	<u> </u>		-	3.	NUMBER REQUIRED FOR DISPATCH				
30 - ICE	AND RAIN PROTEC	TION			4. REMARKS OR EXCEPTIONS				
13.	Windshield Wiper System(s) (cont'd)								
	4) High Speed Function	С	2	1	One may be inoperative provided associated low speed function operates normally.				
		С	2	0	May be inoperative provided both low speed functions operate normally and rain intensity is less than moderate.				
					DELETED Revision 53.				
14. ***	RainBoe Rain Repellent System (-100/-200/-300/ -400/-500)	D	1	0					
15. ***	Windshield Perimeter Heater(s)	C	2	0					
16. ***	HEATER OFF Ligh (-100/-200)	t B	1	0	 (O) May be inoperative provided: a) Remaining components of pitot heat system are verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions. 				
17.	COWL ANTI-ICE Lights (-300/-400/ -500/-600/-700/ -800/-900)	С	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.				
		С	2	1	(M)(O) One may be inoperative provided associated cowl anti-ice valve is locked open.				
18. ***	Alpha Vane Heater Light Systems	С	2	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.				
		С	2	0	May be inoperative provided associated heater is considered inoperative.				
19. ***	Drain Mast Heaters	С	2	0	(M) May be inoperative provided water supply to associated components is secured off.				
20. ***	Ice Detection System	D	1	0					

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FEDERAL AVIATION	N ADMINISTF	RATI	ON		MASTER MINIMUM EQUIP	MENT
AIRCRAFT:				RE	VISION NO: 53	PAGE:
B-737				DA	TE: 08/01/2009	30-11
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMI	BER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
30 - ICE AND RAIN I	PROTECTIO	N			4. REMARKS OR EXCEPTIONS	
21. Control Sta *** Anti-Ice Sv	and Wing vitches	С	2	0	(O) May be inoperative closed.	
		С	2	0	(O) May be inoperative open.	
l						

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FEDERA	L AVIATION ADMIN	NISTRATI	ON		MASTER MINIMUM EQUIPMENT	LIST
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B-737				DAT	E: 04/22/2011	31-1
SYSTEM SEQUEN NUMBER	ICE ITE	1. M	2.	NUMB	ER INSTALLED	
HOMBER			3.	NUMBER REQUIRED FOR DISPATCH		
31 - INDICATING / RECORDING SYSTEMS				4. REMARKS OR EXCEPTIONS		
1.	Clocks	С	2	1	One may be inoperative at either pilot or copil station.	ot
***	Automatic UTC Update Functio		2	0	(O) May be inoperative provided manual mod and operates normally.	e is set
2.	Flight Data Recorder System (FDR)	С	-	-	Any in excess of those required by 14 CFR m inoperative.	ay be
		A		0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operation normally, b) Airplane is not dispatched from a destairport as listed in operator's MEL unition 1) FDR failure occurs after pushbact prior to takeoff, or 2) FDR repair was attempted but was successful. c) In those cases where repair is attempted a flight or series of flights until next deairport where repair must be accompaired to dispatch, and d) Repairs are made within three flight or 	ignated ess; k but as not oted but ched on esignated lished
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three(3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) opera normally, and b) Repairs are made within 20 calendar	
	 FDR Recording Parameters not required by 14 CFR 		-	-	May be inoperative provided repairs are made completion of next heavy maintenance visit.	e prior to
3.	Engine Pressure Ratio Limit (EPRL) System)			MOVED to MMEL Item 34-41.	
4. ***	Reference Speed Computer (Total Fuel & VREF Indicator –100/-20	C 0)	1	0		

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	PARTMENT OF TRANSF			N			_
	L AVIATION ADMINIST	RATI	ON	-	MASTER MINIMUM EQU		
AIRCRA	FT:				ISION NO :	55	PAGE:
B-737				DAT	E: 04/22/2011		31-2
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPAT	СН	
31 - INDI SYSTEM	CATING / RECORDING IS				4. REMARKS OR EXCEPTIO	NS	
5.	Cockpit Voice Recorder (CVR) System	-			MOVED to MMEL Item 23-10.		
6. ***	AIDS Maintenance Recorder	D	1	0			
7. ***	Aircraft Condition Monitoring System (ACMS)	D	1	0			
	1) Avionica miniQAR (Quick Access Recorder) (STC's ST02472AT or ST03151AT)	D	1	0			
8.	Common Display System (CDS) (-600/-700/-800/ -900)						
	1) Display Units (DU)						
	a) Lower DU	С	1	0	(O) May be inoperative provided: a) All remaining DUs operate b) It is checked that engine di switched to an alternate DU	splay can be	d
	b) Inboard DU	Α	2	1	(O) For EFIS/MAP configuration, or inoperative provided: a) It is checked that engine dis switched to an alternate DU b) All navigation must be base ILS/VOR/DME, and c) Repairs are made within on (Continued)	splay can be J, ed on	

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AIRCRA	FT:			REV	'ISION NO: 55	PAGE:
B-737				DAT	E: 04/22/2011	31-3
SYSTEM SEQUEN NUMBER	NCE IT	1. EM	2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
31 - INDICATING / RECORDING SYSTEMS				4. REMARKS OR EXCEPTIONS		
8.	Common Display System (CDS) (-600/-700/-800/ -900) (Cont'd)					
	2) CDS MAINT Annunciation					
	a) PFD/ND	В	-	0	May be dispatched with faults indicated by CI MAINT annunciation provided CDS Operation Program Software (OPS) P/N 3111-HNP-01A later, is installed.	nal
	b) EFIS/MAP	А	-	0	May be dispatched with faults indicated by CI MAINT annunciation provided: a) Captain's Inboard DU operates normal by CDS Operational Program Software (P/N 3111-HNP-01A-05 or later, is instand c) Repairs are made within one flight date.	ally, OPS) talled,
9.	Remote Light Sensor System (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	May be inoperative provided all manual displating brightness controls operate normally.	ıy
10.	Speed Reference Selector (-600/ -700/-800/-900)	e C	1	0	May be inoperative provided speeds can be s CDU.	et using
11. ***	Mechanical Time	r C	1	0	(O) May be inoperative provided alternate pro are established and used.	cedures
		D	1	0	May be inoperative provided procedures do n require its use.	ot
12. ***	Takeoff Warn Te	st C	1	0		
	Switch	D	1	0	May be inoperative provided procedures do n require its use.	ot

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FEDERA	L AVIATION ADMINIS	TRATI	ON		MASTER MINIMUN	M EQUIPMENT L	LIST
AIRCRA	FT:			REV	SION NO:	55	PAGE:
B-737		•		DAT	DATE: 04/22/2011 31-		31-4
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED		
	<u> </u>			3.	NUMBER REQUIRED FOR DI	SPATCH	
31 - INDICATING / RECORDING SYSTEMS				4. REMARKS OR EXCE	PTIONS		
13. ***	Flat Panel Display System (Universal Avionics, Inc. EFI- 890) (STC ST03355AT and ST03362AT)						
	1) Inboard DU (ND)	Α	2	1	 (O) For PFD/ND configuration inoperative provided: a) Reversionary Display to departure, b) PFD Lateral Deviation normally, and c) Repairs are made with 	on PFD is check	·
	a) Display Control Panel Switches/ Control Knobs	Α	-	0	May be inoperative provided: a) Inboard DU is consided b) Repairs are made with	ered inoperative,	
	(1) TERR	С	2	1			
	(2) TFC	С	2	1			
	(3)WX	С	2	1			
	2) Outboard DU (PFD)						
	a) Display Control Panel Switches/ Control Knobs						
	(1) RA/DA Set	С	2	0	May be inoperative provided a not require its use.	approach minimu	ıms do
	(2) RA/DA	С	2	0	May be inoperative provided a not require its use.	approach minimu	ıms do
	(3) RA/Test	С	2	0	(Continued)		

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B-737			1	DAT	E: 04/22/2011	31-5
SYSTEM SEQUE NUMBE	NCE ITE	1. M	2.	NUMB	BER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
31 - INDICATING / RECORDING SYSTEMS				4. REMARKS OR EXCEPTIONS		
13. ***	Flat Panel Display System (Universal Avionics, Inc. EFI- 890) (STC ST03355AT and ST03362AT) (Cont'd)					
	3) Forward Electronic Pane (ND) (-200)	В	1	0		
	(1) TERR	В	1	0	May be inoperative provided Terrain Awarene Warning System (TAWS) are considered inop	
	(2)TFC	D	1	0	May be inoperative provided TCAS VSI opera normally.	ites
		С	1	0	May be inoperative provided TCAS is conside inoperative.	ered
	(3) WX	С	1	0	May be inoperative provided Weather Radar i considered inoperative.	S
14. ***	TAKEOFF CONFIC Light	9				
	1) -100/-200/-300/- 400/-500 (upon incorporation of Boeing Service Bulletin 737- 31A1325)		1	0	May be inoperative provided the CABIN ALTI warning light operates normally.	TUDE
		С	1	0	 (O) May be inoperative provided flight crew perbriefing on cabin altitude warning indications a procedures before engine start for the first flight day or following any change of either flight cremember. (Continued) 	and ht of the

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	AL AVIATION ADMINISTE	₹A I I	ON _			MUM EQUIPMENT L	
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B-737				DAT	E: 04/22/	2011	31-6
SYSTE SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR	DISPATCH	
31 - INE SYSTE	DICATING / RECORDING MS				4. REMARKS OR EX	CEPTIONS	
14. ***	TAKEOFF CONFIG Light (Cont'd)	ļ					
	2) -600/-700/-800/- 900 (upon incorporation of Boeing Service Bulletin 737- 31A1332, or production equivalent)	С	2	0	May be inoperative provide ALTITUDE warning light or	ed the associated CA perates normally.	ABIN
		C	2	0	(O) May be inoperative probriefing on cabin altitude w procedures before engines day or following any chang member.	rarning indications ar start for the first fligh	nd t of the

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	L AVIATION ADMINIST	RATI	ON	l	MASTER MINIMU	-			
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SEQUEN NUMBE	NCE ITEM	١.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPA	ATCH			
32 - LAN	DING GEAR				4. REMARKS OR EXCEPT	IONS			
1. ***	Gear Seal Warning System (-100/-200)	С	1	0	(M) May be inoperative provided checked once each flight day.	gear seal fun	ction is		
2.	Antiskid System								
	1) (-100/-200/-300/ -400/-500)	С	1	0	(O) May be inoperative provided conducted in compliance with AF		е		
	2) (-600/-700/-800/ -900)	С	1	0	(M)(O) May be inoperative provid a) Associated Antiskid chan and		tivated,		
					b) Operations are conducte AFM.	d in complian	ce with		
3.	Parking Brake Valve (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	(M)(O) May be inoperative closed comply with AFM antiskid inoperation				
4.	Parking Brake Light								
	1) Solenoid Parking Brake Valve Installed (-100/-200)	С	1	0	(O) May be inoperative provided turned OFF when parking brake		em is		
	Motor Operated Parking Brake Valve Installed	С	1	0	(M) May be inoperative provided valve is verified to operate norma		e shutoff		
***	External Parking Brake Light	С	1	0	(O) May be inoperative provided are established and used.	alternate prod	cedures		
		D	1	0	May be inoperative provided pro- require its use.	cedures do no	ot		
5. ***	Main Wheel Well Inflatable Seal System (-100/-200)	С	1	0	(M) May be inoperative provided deactivated and secured.	system is			

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SYSTEM SEQUEN NUMBER	ICE ITEN	1. I	2.	NUMB	ER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPAT	СН		
32 - LAN	DING GEAR				4. REMARKS OR EXCEPTION	NS		
6.	Landing Gear Warning and Indicating System (-100/-200/-300/- 400/-500)	С	-	2	Either of two other indicating syster inoperative provided center panel ir normally.		perate	
	Secondary Gear Warning System (Pemco F/QC and COMBI)	В	1	0	(O) May be inoperative provided Ma Gear Viewer are accessible during			
7. ***	Automatic Brake System	С	1	0	(M) May be inoperative provided sy deactivated and secured.	stem is		
8.	Rudder Pedal Nose Wheel Steering System							
	1) Rotary Actuator (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	 (M)(O) May be inoperative deactive position provided: a) Operation of associated systems affected, and b) All takeoffs and landings are with access to an operating 	stems are r	not	
9. ***	Direct Reading Tire Pressure Gauge	D	-	0				
10.	Alternate Antiskid Valves (-300/-400/ -500/ -600/-700/ -800/-900)	С	2	0	(M) May be inoperative provided macapability of alternate brake system associated wheels.			
11. ***	Brake Temperature Monitor System	С	1	0	(O) May be inoperative provided AF Turnaround Weight limitations are of		m Quick	
		D	1	0	(O) May be inoperative provided: a) AFM Maximum Quick Turns limitations are observed, are b) Procedures are not based of the control of the con	nd	ght	
12.	Nose Wheel Steering Switch (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	 (M) May be inoperative provided: a) Nose wheel steering is pow System A, and b) Landing gear transfer valve operate normally. 			

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SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
32 - LAN	DING GEAR				4. REMARKS OR EXCEPTIONS	
13.	Hydraulic Brake Pressure Indication System					
	1) (-100/-200)					
	a) Wheel WellBrakeAccumulatorGauges	С	2	0	May be inoperative provided associated flight of brake pressure indicator operates normally.	deck
	b) Flight Deck HYD BRAKE PRESS Indicator Systems	С	2	1	(M) One brake indication (A or B) may be inop provided associated brake accumulator charge verified normal once each flight day.	erative e is
	2) (-300/-400/-500/ -600/-700/-800/ -900)					
	a) Wheel Well Brake Accumulator Gauge	С	1	0	May be inoperative provided flight deck brake pressure indicator operates normally.	
	b) Flight Deck HYD BRAKE PRESS Indicator System	С	1	0	(M) May be inoperative provided brake accum- charge is verified normal once each flight day.	
14.	Gear Retraction Braking System (-600/-700/-800/ -900)	С	1	0	(O) May be inoperative provided: a) After takeoff, landing gear remains ext for two minutes before retraction, and b) Takeoff performance is based on Land Gear Extended.	
15.	Landing Gear Selector Valve Bypass Module (-600/-700/-800/ -900)	С	1	0	(M)(O) May be inoperative provided it is deactinormal position.	ivated in

	ARTMENT OF TRANS			N		
	L AVIATION ADMINIS	TRATI	ON	1	MASTER MINIMUM EQUIPMEN	
AIRCRAI	FT:				ISION NO: 55	PAGE:
B-737				DAT	E: 04/22/2011	32-4
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
32 - LAN	DING GEAR				4. REMARKS OR EXCEPTIONS	
16.	Landing Gear Actuation System (-600/-700/-800/ -900)	В	1	0	(M)(O) May be inoperative provided: a) Inoperative components are secured by accepted procedure, b) Landing gear are secured in down posi and c) Airplane is dispatched in accordance w AFM Gear Extended Appendix.	tion,
17.	Proximity Switch Electronics Unit (PSEU) System and Supplemental Proximity Sensor Electronics Unit (SPSEU) (-600/-700 /-800/-900)					
	1) PSEU Fault	С	-	0	(M) May be dispatched with faults indicated by light provided PSEU is checked for faults before departure.	
		С	-	0	May be dispatched with faults indicated by PSE provided PSEU light can be extinguished.	U light
	2) PSEU Light	С	1	0	(M) May be inoperative provided PSEU is check faults before each departure.	ked for
***	3) Supplemental Proximity Sensor Electronics Unit (SPSEU) Light (-900ER)	С	1	0	(M) May be inoperative provided SPSEU is che for faults before each departure.	cked
18.	Landing Gear Alternate Extension System (-600/-700/ -800/-900)	В	1	0	 (M)(O) May be inoperative provided: a) Inoperative Components are secured by accepted procedure, b) Landing gear are secured in down posit and c) Airplane is dispatched in accordance with AFM Gear Extended Appendix. 	ion,
19.	Main Landing Gear Uplock Springs	В	4	3	(M)(O) One spring on one main gear uplock mechanism may be missing provided landing glever remains in UP position for duration of flight gear extension is required.	

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B-737				DAT	TE: 04/22/2011	32-5
SYSTEN SEQUEI NUMBE	NCE	1. ITEM	2.	NUMBER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH	
32 - LAN	IDING GEAR				4. REMARKS OR EXCEPTIONS	
20.	Landing Gear Frangible Fittin (-600/-700/-800 -900)		2	0	(M) May be broken or missing provided fitting is replaced with a hydraulic cap assembly.	
21.	Flap Landing Warning Switch S138 (-600/-70 -800/-900)		1	0	 (M) Switch contacts normally in use may be inoperative provided: a) S138 switch is rewired using an alternate of contacts, and b) PSEU BITE is used to verify normal ope of S138 switch. 	
22.	Two-position T Skid	ail				
	1) (-800 with S Field Performand (SPF Optio	ce				
	a) Retractio Mechanis		1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in retracted position, b) Appropriate performance adjustments an applied. 	
		С	1	0	(M)(O) May be inoperative provided:a) Tail skid is secured in extended position.b) Appropriate performance adjustments are applied.	
	b) Cartridg Core Assemb		1	0	 (M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no interand external structural damage, b) Tail skid is secured in retracted position, c) Appropriate performance adjustments an applied. 	and
					(Continued)	

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			3.	NUMBER REQUIRED FOR DISPATCH
32 - LANDING GEAR				4. REMARKS OR EXCEPTIONS
22. Two-position Tail Skid (Cont'd)				
2) (-900ER)				
a) Retraction Mechanism	С	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in retracted position, and b) Appropriate performance adjustments are applied.
	С	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied.
b) Cartridge Core Assembly	В	1	0	 (M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no internal and external structural damage, b) Tail skid is secured in retracted position, and c) Appropriate performance adjustments are applied.

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FEDERAL AVIAT	TON ADMINISTR	RATIO	N	i		MAS	TER MINIMU	JM EQUIPME	NT LIST
AIRCRAFT:					ISION NO	:		55	PAGE:
B-737		.		DAT	E:		04/22/201	1	33-1
SYSTEM & SEQUENCE NUMBER	ITEM	1. 2	2.	NUME	SER INSTA	LLED			
				3.	NUMBER	REQUIRE	D FOR DISP	ATCH	
33 - LIGHTS					4. R	REMARKS	OR EXCEP	TIONS	
Deck/F Compa	artment and nent Lighting	C	-	<u>-</u>	remainin a) (ng lights are Sufficient to instruments which it is positioned from flight outling co	e: c clearly illunts, controls, a provided, so that directives,	nd intensity is	ces for elded
Illumin (Includ	es Pemco C and -400								
Co Co Wi Ph ne En Es Ma	ssenger and ombits of thout otolumi-scent or gency cape Path arking stems	С	1	-	lighting r		cabin attend	tive provided dants/cargo co	
Co Co Wi ne En Es Ma	ssenger and ambions of the Photolumi-scent of the property cape Path arking stems	C		-	a) 5 6 b) 1	Sufficient li attendants/ duties, and Remaining	ghting remai cargo courie lighting is su escent Eme	tive provided: ns for cabin rs to perform ufficient to cha rgency Escap	their

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FEDERA	L AVIATION ADMINIS	TRATI	ON	MASTER MINIMUM EQUIPMENT LIST				
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B-737				DAT	E: 04/22/2011 33-2			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
33 - LIGH	ITS				4. REMARKS OR EXCEPTIONS			
3.	Passenger Lighted Information Signs and Notice System							
	1) "NO SMOKING /FASTEN SEAT BELT/RETURN TO SEAT" Signs	С	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY. NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.			
		С	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.			
	2) All Cargo, Supernumerary/ Courier Area Lighted Information Signs	С	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/ supernumeraries when associated sign(s) are placed on or off.			
	3) Aural Tone System	С	1	0				
	4) Flight Deck Automatic Function	С	1	0	(O) May be inoperative provided: a) Manual control function operates normally, and b) Alternate procedures are established and used.			
4.	Lower Cargo Compartment Light Systems (Fwd/Aft)	С	-	0				
	1) Light Lens (-100/ -200/-300/-400/ -500/-900)	С	-	0	May be broken/missing provided associated light bulb is removed.			
					(Continued)			

U.S. DEPARTME	NT OF TRANSF	PORT	ΓΑΤΙΟΙ	N				
FEDERAL AVIAT	ION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT L			
AIRCRAFT:				REV	ISION NO: 55	PAGE:		
B-737				DAT	E: 04/22/2011	33-3		
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMB	ER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
33 - LIGHTS					4. REMARKS OR EXCEPTIONS			
4. Lower (Compa System (Cont'd	rtment Light is (Fwd/Aft)							
-700 inco Boe Bulle 113! 112 112 Proc	t Lens (-600/ b/-800 prior to rporation of ing Service etins 737-21- 5, 737-26- 1, and 737- 2, or duction ivalent	С	-	0	May be broken/missing provided associated li is removed.	ght bulb		
-700 inco Boe Bulle 113 112 112 Proc	t Lens (-600/ b/-800 upon rporation of ing Service etins 737-21- 5, 737-26- 1, and 737- 2, or duction ivalent	С	-	-	Any number from rear lower cargo compartment one from forward lower cargo compartment m broken/missing provided associated light bulb removed.	ay be		
5. High In Strobe System								
with ST0 ST0	Models cept Models STC's 1821LA, 1873LA, and 2015LA)	С	1	0				
STC ST0 ST0	lels with 6's 1821LA, 1873LA, and 12015LA	С	1	0	May be inoperative for day operations.			

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	MENT OF TRANSI			N				T 1 10T
	IATION ADMINIST	KATI	<u> </u>	DEV	"OLON NO .	MASTER MINIMUM	55	
AIRCRAFT: B-737					REVISION NO : DATE: 04/22/2011			PAGE : 33-4
SYSTEM &		1.						33-4
SEQUENCE NUMBER	ITEM	.	2.	NUMB	BER INSTALLI	ED		
				3.	NUMBER RE	QUIRED FOR DISPAT	СН	
33 - LIGHTS					4. REM	IARKS OR EXCEPTION	NS	
Bea Blei -80 Blei and Wir Gla STO	i-Collision acons (Without nded Winglet, 0/-900/-900ER nded Winglet, I -700 Blended nglet With Dual ss Lens) (Except C's ST01821LA	С	2	0		perative for night operat trobe lights are installed		
		С	2	0	May be inop	perative for day operation	ons.	
1) [Blended Winglet							
.	a) (-700 with Single Plastic Lens)	С	2	0	NOTE: Both	perative for day operation anti-collision beacons night operations.		perative
t	o) (-800 with Light Fence)				DELETED F	Revision 45 a. Incorpora	ated into Ite	m 33-6.
(c) (-300/-500 with STC ST01219SE and Winglet Strobe Lights)	С	2	0	winglet strok	perative for night operation lights operate norma	illy.	ed
		С	2	0	May be inop	perative for day operation	ons.	
	d) (-700 with	С	3	0	May be inop	erative for day operatio	ns.	
	single Plastic Lens and STC ST02015LA and 3 rd anti- collision beacon)					e anti-collision beacons ight operations.	s must be op	perative
	(STC's ST01821LA and ST01873LA)	С	2	0	May be inop	perative for day operation	ons.	

U.S. DEF	PARTMENT OF TRANS	PORT	ATIO	N					
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	ISION NO: 55 PAGE:				
B-737				DAT	E: 04/22/2011 33-5				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
33 - LIGH	HTS				4. REMARKS OR EXCEPTIONS				
7.	Wing Illumination Lights	С	2	0	(O) May be inoperative provided ground de-icing procedures do not require their use.				
***	Overwing Ice Lights (Grimes Aerospace STC ST500CH)	С	2	0					
8.	Landing Lights	С	4	2	One may be inoperative on each side provided one of two operating lights is in fixed position.				
		С	4	0	May be inoperative for day operations.				
	Retractable Light Extend/Retract Motors	С	2	0	(M)(O) May be inoperative provided: a) Light is in extended position, b) Light illuminates normally, and c) Appropriate performance adjustments are applied.				
		С	2	0	(O)May be inoperative provided: a) Associated light is considered inoperative, and b) Appropriate performance adjustments are applied when associated light is not in the fully retracted position.				
***	Pulse Light System	D	1	0					
9. ***	Taxi Light	С	1	0					
10.	Runway Turn Off Lights	С	2	0					
11.	Wing Tip Position Lights	С	4	0	May be inoperative for day operations.				
					DELETED revision 55. (One or both white wing tip position lights may be inoperative for night operations provided wing tip strobe lights are installed and operate normally). (Continued)				

	ARTMENT OF TRANS			N	
	L AVIATION ADMINIST	RAII	ON	1	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:				ISION NO: 55 PAGE:
B-737				DAT	E: 04/22/2011 33-6
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
33 - LIGH	ITS				4. REMARKS OR EXCEPTIONS
11.	Wing Tip Position Lights (Cont'd)				
	1) Light Bulbs/ Lamps (Without Blended Winglet, Blended Winglet with Dual Glass Lens, and -300/ -500 with Blended Winglet)	С	-	4	 Any except following minimum may be inoperative for night operations: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
	2) Light Bulbs/ Lamps (-700/ -800 Blended Winglet with Single Plastic Lens)	С	-	5	Any except following minimum may be inoperative for night operations: a) Both stationary red wing tip bulbs, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
		В	-	4	Any except following minimum may be inoperative for night operations: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
	a) StationaryRed Wing TipLight Bulbs/Lamps				DELETED Revision 49a
12. ***	Door Locked Light (Flight Deck to Cabin) (Not 14 CFR 25.795 Compliant)	С	1	0	May be inoperative provided locking function operates normally.
13.	Master Caution Lights				DELETED PRIOR TO Revision 27.
14.	Exterior Emergency Lighting System	В	1	0	May be inoperative for day operations
		В	1	0	May be inoperative for all-cargo night operations provided forward entry door escape slide lights operate normally.

	PARTMENT OF TRANS			N					
	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:				ISION NO: 55 PAGE:				
B-737				DAT	DATE: 04/22/2011 33-7				
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
33 - LIGI	HTS				4. REMARKS OR EXCEPTIONS				
15.	Interior Emergency Exit Lighting System								
	Mixed or All- Cargo Configuration	С	1	0	Lights may be inoperative in cargo areas provided: a) No persons occupy that area, and b) Forward entrance door light operates normally at all times.				
***	2) Stowage Bin Bullnose Lights (-600/-700/-800/ -900)	С	-	-	Light assemblies installed above aisle (curved edge of stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.				
***	3) Advance Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/ -500)	С	-	-	Light assemblies installed above aisle (curved edge of stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.				
***	Flight Deck Exit Light	С	1	0	May be inoperative for day operations.				
16.	System Annunciator Lights, Left and Right (Pilot's Light Shield)	С	-	-	(O) One light may be inoperative for an operating system				
		С	-	-	May be inoperative for an associated inoperative system				
17.	Flight Deck Master Lights Test and Individual Light's Press-to-Test Features	С	-	-	(O) May be inoperative provided intended function of associated light(s) is verified once each flight day.				

U.S. DEF	PARTMENT OF TRANS	PORT	TATION	1				
FEDERA	L AVIATION ADMINIST	ΓRΑΤΙ	ON		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT:			REV	ISION NO: 55 PAGE:			
B-737				DAT	E: 04/22/2011 33-8			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED			
NOMBE	`			3.	NUMBER REQUIRED FOR DISPATCH			
33 - LIGH	HTS				4. REMARKS OR EXCEPTIONS			
18.	Wheel Well Lights							
	1) Dome Lights	С	3	0				
	Inspection Flood Lights							
	a) (-100/-200/ -300/-400/ -500)	С	3	1	Main gear lights may be inoperative for day operations only.			
	555)	D	3	0	Lights may be inoperative provided a landing gear indicating system other than viewer system and independent of center panel is installed and operates normally.			
	b) (-600/-700/ -800/-900)	D	2	0				
19.	Floor Proximity Emergency Escape Path Marking System (All Models and STC's)							
	1) Incandescent Lighting System	С	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.			
	2)Photoluminescent Lighting System	С	-	-	Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.			
20.	LOGO Light System	D	1	0				

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AL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT L	.IST
AFT:			REV	VISION NO: 55 P	AGE:
			DAT	DATE: 04/22/2011	
M & NCE ITEM :R	1.	2.	NUMB	ER INSTALLED	
			3.	NUMBER REQUIRED FOR DISPATCH	
HTS				4. REMARKS OR EXCEPTIONS	
Main Deck Cargo Compartment Lighting (737C, 737-700C, and STC's ST01566LA, SA2969SO, SA2970SO, ST00287AT, ST00283AT, ST01827LA, and ST01961SE)					I
Cargo Door Floodlights	С	2	0	(M) May be inoperative for night operations provide alternate procedures are established and used.	ed
	С	2	0	May be inoperative for day operations.	
				NOTE: Not required for all passenger operations.	
2) Cargo Compartment Lights (STC's ST00283AT, and	С	-	0	(M) May be inoperative for night operations provide alternate procedures are established and used	
3101027LA)	С	-	0	May be inoperative for day operations.	
Main Deck Cargo Door System Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc300/-400, and STC's ST01566LA, and ST01961SE)					
1) System Annunciator Lights, Pilot's Overhead Panel (737-300QC, and STC's ST01566LA, and ST01961SE	A	2	1	(M)(O) One warning light may be illuminated provious) a) Alternate procedures are established and used to verify main cargo door is closed at locked, and b) Repairs are made within two flight days. (Continued)	
\ !	MATE Main Deck Cargo Compartment Lighting (737C, 737-700C, and STC's ST01566LA, SA2969SO, SA2970SO, ST00287AT, ST00283AT, ST01827LA, and ST01961SE) 1) Cargo Door Floodlights 2) Cargo Compartment Lights (STC's ST00283AT, and ST01961SE) 4) Main Deck Cargo Door System Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc300/-400, and STC's ST01566LA, and ST01961SE) 1) System Annunciator Lights, Pilot's Overhead Panel (737-300QC, and STC's ST01566LA, and	M& 1. NCE ITEM R HTS Main Deck Cargo Compartment Lighting (737C, 737-700C, and STC's ST01566LA, SA2969SO, SA2970SO, ST00287AT, ST00283AT, ST01827LA, and ST01961SE) 1) Cargo Door Floodlights C 2) Cargo Compartment Lights (STC's ST00283AT, and ST01961SE) 1) Cargo Door Floodlights C Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc300/-400, and STC's ST01566LA, and ST01961SE) 1) System Annunciator Lights, Pilot's Overhead Panel (737-300QC, and STC's ST01566LA, and STC's ST01566LA, and	M & NCE ITEM R HTS Main Deck Cargo Compartment Lighting (737C, 737-700C, and STC's ST01566LA, SA2969SO, SA2970SO, ST00287AT, ST00283AT, ST01827LA, and ST01961SE) 1) Cargo Door Floodlights C 2 2) Cargo Compartment Lights (STC's ST00283AT, and ST01983AT, and ST01827LA) C - Main Deck Cargo Door System Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc300/-400, and STC's ST01566LA, and ST01961SE) 1) System Annunciator Light (737-300QC, and STC's ST01566LA, and ST01961SE) 1) System Annunciator Lights, Pilot's Overhead Panel (737-300QC, and STC's ST01566LA, and STC's ST01566LA, and	M & NCE ITEM	REVISION NO: DATE: 04/22/2011 M & NOCE ITEM R TEM R 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Main Deck Cargo Compartment Lighting (737C, 737-700C, and STC's ST01566LA, and ST01961SE) 1) Cargo Door C 2 0 (M) May be inoperative for night operations provid alternate procedures are established and used. NOTE: Not required for all passenger operations. ST01827LA) 2) Cargo Compartment Lights (STC's ST00283AT, and ST01827LA) C - 0 May be inoperative for night operations provid alternate procedures are established and used alternate procedures are established and used ST01827LA) C - 0 May be inoperative for day operations. Main Deck Cargo Door System Annunciator Light (737-300 CC, PEMCO Aeroplex, Inc300/400, and STC's ST01566LA, and ST01961SE) 1) System Annunciator Lights, Pilot's Overhead Panel (737-300CC, and STC's ST01566LA, and ST01961SE) (M)(O) One warning light may be illuminated providal Alternate procedures are established and used to verify main cargo door is closed at locked, and ST01961SE

U.S. DEF	PARTMENT OF TRANS	PORT	IOITAT	N					
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST				
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B-737				DAT	E: 04/22/2011 33-10				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
33 - LIGH	HTS				4. REMARKS OR EXCEPTIONS				
22.	Main Deck Cargo Door System Annunciator Light (737-300QC, PEMCO Aeroplex, Inc300/-400, and STC's ST01566LA, and ST01961SE) (Cont'd)								
	2) System Annunciator Lights, Operator Control Panel (737-300QC, PEMCO Aeroplex, Inc300/-400, and STC's ST01566LA, and ST01961SE)	A	-	-	 (M)(O) One warning light may be inoperative provided: a) It is not a VENT DOOR OPEN light, b) Vent door handle is locked, c) Outside view port is verified green, d) Individual lock is not loose, e) Main cargo door is verified closed, latched and locked, and f) Repairs are made within two flight days. 				
	3) Hydraulic System Arm Pressure Indicator Lights (PRESS), Operator Control Panel (STC SA2969SO)				DELETED Revision 49.				
	4) Hydraulic System Green Indicator Lights, Operator Control Panel (STC SA2969SO)				DELETED Revision 49				
23.	Master Dim System	В	1	0	Dim function may be inoperative provided: a) TEST and BRT functions operate normally, b) Except during light test, switch is placed in BRT, and c) Light intensity is acceptable to flight crew.				

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ा :		•••		MASTER MINIMUM EQUIPMENT LIST				
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			DAT	E: 04/22/2011	33-11			
& CE ITEM	1.	2.	NUMB	ER INSTALLED				
·			3.	NUMBER REQUIRED FOR DISPATCH				
ITS				4. REMARKS OR EXCEPTIONS				
Sterile Flight Compartment Light System	С	1	0	(O) May be inoperative provided alternate produce are established and used.	cedures			
	D	1	0	May be inoperative provided procedures do no require its use.	ot			
Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel)	С	-	0					
	D	-	0	May be inoperative for day operations.				
Main Cargo Compartment In- Flight Access Alert System (STC ST01961SE)	С	-	0	May be inoperative provided in-flight access to main deck cargo compartment is prohibited.	the the			
Main Cargo Compartment Lights	С	-	0	May be inoperative provided in-flight access to main deck cargo compartment is prohibited.	the			
2) Main Cargo Compartment Alert Horns	С	2	0	May be inoperative provided in-flight access to main deck cargo compartment is prohibited.	the			
	Sterile Flight Compartment Light System Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel) Main Cargo Compartment In- Flight Access Alert System (STC ST01961SE) 1) Main Cargo Compartment Lights 2) Main Cargo Compartment	Sterile Flight C Compartment Light System D Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel) Main Cargo C Compartment In-Flight Access Alert System (STC ST01961SE) 1) Main Cargo C Compartment Lights 2) Main Cargo C Compartment C C Compartment C C C C C C C C C C C C C C C C C C C	Sterile Flight C 1 Compartment Light System D 1 Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel) D - Main Cargo C - Compartment In- Flight Access Alert System (STC ST01961SE) 1) Main Cargo C - Compartment Lights 2) Main Cargo C 2 Compartment	Sterile Flight C 1 0 Compartment Light System D 1 0 Service Area Light C - 0 Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel) D - 0 Main Cargo C - 0 Compartment In-Flight Access Alert System (STC ST01961SE) 1) Main Cargo C - 0 Compartment Lights 2) Main Cargo C 2 0 Compartment	TS Sterile Flight C 1 0 (O) May be inoperative provided alternate produce are established and used. Service Area Light System D 1 0 May be inoperative provided procedures do not require its use. Service Area Light C - 0 May be inoperative provided procedures do not require its use. Service Area Light C - 0 May be inoperative provided procedures do not require its use. Service Area Light C - 0 May be inoperative provided in-flight access to main deck cargo compartment is prohibited. Main Cargo C - 0 May be inoperative provided in-flight access to main deck cargo compartment is prohibited. Main Cargo C - 0 May be inoperative provided in-flight access to main deck cargo compartment is prohibited. May be inoperative provided in-flight access to main deck cargo compartment is prohibited. May be inoperative provided in-flight access to main deck cargo compartment is prohibited. May be inoperative provided in-flight access to main deck cargo compartment is prohibited.			

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	RAL AVIATION ADMIN				MASTER MINIMUM EQUIPMENT LIST	
	RAFT:	10110/11	1011	REV	/ISION NO : 55 PAGE:	
B-737				DAT		
	EM &	1.		DAT	L. 04/22/2011 34 1	
SEQU	JENCE ITE		2.	NUMB	BER INSTALLED	
NUMI	BEK					
				3.	NUMBER REQUIRED FOR DISPATCH	
34 - N	IAVIGATION				4. REMARKS OR EXCEPTIONS	
1.	Mach/Airspeed Indications					
	1) Mach Indications	С	2	1	One may be inoperative provided one Mach/Airspeed warning and Mach trim system operate normally.	
	a) (-100/-200/- 300/-400/ -500)	С	2	0	May be inoperative provided: a) Airplane remains at or below FL 230, and b) Airspeed remains at or below 320 KIAS.	
	b) (-600/-700/- 800/-900)	С	2	0	May be inoperative provided: a) Airplane remains at or below FL 280, and b) Airspeed remains at or below 320 KIAS.	
***	2) Airspeed Indicator (-300/-400/-500)	rs C	2	1	One may be inoperative provided: a) EFIS Speed Tape displays are installed and operate normally, and b) One Mach/Airspeed warning operates normally.	
***	3) EFIS Speed Tape (-300/-400/-500)	С	2	0	May be inoperative provided airspeed indicators are installed and operate normally at each pilot's station.	
***	4) Airspeed Cursor (-100/-200/-300/ -400/-500)	Α	2	1	(O) One may be inoperative provided:a) Alternate procedures are established and used, andb) Repairs are made within three flight days.	
***	5) External Airspeed Markers (Bugs) (-100/-200/-300/ -400/-500)	С	-	0	(O) May be inoperative or missing provided alternate procedures are established and used.	
***	6) Digital Airspeed Readout (-100/ -200/-300/-400/ -500)	С	<u>-</u>	0		

U.S. DEPARTMENT OF TRANSPORTATION									
FEDERAL AVIATION ADMINISTRATION MASTER MINIMUM EQUIPMENT LIST									
AIRCRAFT:			REVI	SION NO: 55 PAG	E:				
B-737			DATE	E: 04/22/2011 34-2	2				
SYSTEM & SEQUENCE IT NUMBER	1. EM	2.	NUMBER INSTALLED						
			3.	NUMBER REQUIRED FOR DISPATCH					
34 - NAVIGATION				4. REMARKS OR EXCEPTIONS					
2. Mach/Airspeed Warning Systems									
Maximum Operating Speed Indication	C	2	1	One may be inoperative provided clacker warning system operates normally and is independent from Mach Indicator.					
2) Clacker									
a) (-100/-200)	С	-	1						
	В	-	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs.					
	В	-	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If overspeed warning occurs below .78 Mach, system must be deactivated by pulling associated circuit breaker and observe speed limits.					
b) (-300/-400/ -500/-600/-700 -800/-900)	C)/	2	1						
	В	2	0	Systems may be inoperative provided; a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs. (Continued)					

U.S. DEPARTMENT OF TRANSPORTATION									
FEDERAL AVIATION ADMINISTRATION MASTER MINIMUM EQUIPMENT LIST									
AIRCRAFT:					/ISION NO : 55 PAGE:				
B-737			ı	DAT	E: 04/22/2011 34-3				
SYST SEQU NUME	JENCE ITEM	1.	2.	NUMB	BER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
34 - NAVIGATION				4. REMARKS OR EXCEPTIONS					
2.	Mach/Airspeed Warning Systems (Cont'd)								
	2) Clacker (Cont'd)								
	b) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)	В	2	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs below .76 Mach, system must be deactivated by pulling associated circuit breaker and observe speed limits.				
3.	Altimeter Vibrators								
	1) Servo-Pneumatic	С	2	1	One may be inoperative provided associated air data computer operates normally.				
	2) Pneumatic	С	2	1	One may be inoperative provided VMC exist at departure and arrival airports.				
	Pneumatic (With Electric/Electronic Altimeter)	С	1	0	May be inoperative provided VMC exist at departure and arrival airports.				
a	One Pneumatic and one Servo- Pneumatic	С	2	1	Servo-Pneumatic may be inoperative provided associated air data computer operates normally.				
	Fileumatic	С	2	1	Pneumatic may be inoperative provided VMC exist at departure and arrival airports.				
	5) Standby Altimeter Vibrator (With Electric/Electronic Altimeter)	С	1	0	May be inoperative provided VMC exist at departure and arrival airports.				
4.	Static Air Temperature Indication	D	-	0					
5.	Total Air Temperature Indication	С	-	0	May be inoperative provided an alternate air temperature indication (e.g. PDCS, FMCS, RAT, SAT) operates normally.				

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FEDE	RAL AVIATION AD	MINISTRAT	ION	MASTER MINIMUM EQUIPMENT LIST					
AIRCF	RAFT:			REVI	SION NO: 55 PAGE:				
B-737				DATE	E: 04/22/2011 34-4				
SYSTI SEQU NUMB	ENCE	1. ITEM	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
34 - N	AVIGATION				4. REMARKS OR EXCEPTIONS				
6.	Attitude Director Indicators (ADI)				Delete prior to revision 27.				
7.	Standby Horizon Indicator								
	Standby Attitue Indicator	de B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.				
***	2) ILS Indication	D	1	0					
8. ***	Angle of Attack Indications	С	-	0					
9.	Turn and Bank Indicators								
***	1) Rate of Turn Indicators (-10 200/-300/-400/ 500)		2	1					
	333,	С	2	0	May be inoperative provided Standby Horizon Indicator operates normally.				
10.	Directional Gyro Compass System				DELETED prior to Revision 27.				
11.	Non-Stabilized Magnetic Compa	B	1	0	(O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.				
		В	1	0	 (O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight. 				
		С	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems are installed, operative, and used in conjunction with free gyro navigation techniques.				

U.S. I	DEPARTMENT OF TRANS	SPOR	TATIO	N					
FEDE	ERAL AVIATION ADMINIST	TRAT	ION		MASTER MINIMUM EQUIPMENT LIS	т			
AIRC	RAFT:			REV	REVISION NO: 55 PA				
B-737	7			DAT	E: 04/22/2011 34	-5			
	TEM & JENCE ITEM BER	1.	2.	NUME	BER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
34 - 1	NAVIGATION				4. REMARKS OR EXCEPTIONS				
12.	Flight Director Systems	С	2	0	May be inoperative provided approach minimums do not require its use.				
13.	Distance Measuring Equipment Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.				
14.	Marker Beacon Receiver System	С	-	0	May be inoperative provided approach minimums do not require its use.				
15.	Weather Radar	С	-	0	May be inoperative provided Radar System is not required by 14 CFR.				
		D	-	1	May be inoperative provided one remaining Radar System operates normally.				
***	Windshear Detection and Avoidance System (Predictive)	В	-	0	(O) May be inoperative provided alternate procedure are established and used.NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	de			
		С	-	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally. 				
***	2) Autotilt/Multiscan Function (Including STCs ST01843AT, ST01470LA-D)	С	1	0	May be inoperative provided manual tilt function operates normally.				
***	Stabilization Function	С	1	0	 (M) May be inoperative provided: a) Manual tilt control operates normally, and b) Antenna is verified to scan in a horizontal pla with tilt at zero degrees. 	ne			
16.	Radio Compass Systems (ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.				

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FEDERAL AVIATION ADMINISTRA	NOITA		MASTER MINIMUM	EQUIPME	NT LIST
AIRCRAFT:		REV	ISION NO :	55	PAGE:
B-737		DAT	E: 04/22/2011		34-6
SYSTEM & SEQUENCE ITEM NUMBER	2.	NUMB	ER INSTALLED	,	
		3.	NUMBER REQUIRED FOR DISPAT	СН	
34 - NAVIGATION			4. REMARKS OR EXCEPTION	NS	
17. VHF Navigation Systems (VOR/ILS)					
1) (-100/-200/-300/ - 400/-500)	D -	-	Any in excess of those required by powered by a Standby Bus, may be provided approach minimums do no	inoperativ	⁄e
a) Auto Tune Function	C -	0	(O) May be inoperative provided: a) Enroute or approach procedits use, and b) Manual tuning operates nor		ot require
3) (-300/-400/-500 GNLU-920 MMR, STC ST00998LA-D)	D -	-	Any in excess of those required by powered by a Standby Bus, may be provided approach minimums do no	inoperativ	⁄e
a) Equipment Cooling Fan	В 2	0			
3) (-600/-700/-800/ -900)					
a) VOR Systems	D 2	-	Any in excess of those required by powered by a Standby Bus, may be		
b) ILS Systems	D 2	-	Any in excess of those required by powered by a Standby Bus, may be provided approach minimums do no	inoperativ	⁄e
c) Auto Tune Function			DELETED MMEL Rev 52.		

FEDE	ERAL AVIATION ADMINIS	STRAT	ION	-		MASTER MINIMUM EQU	IPMENT LIST
AIRC	RAFT:			REVISION NO: 55			PAGE:
B-737			1	DAT	E:	04/22/2011	34-7
	TEM & UENCE ITEM BER	1.	2.	NUMB	BER INSTAL	LED	
				3.	NUMBER R	EQUIRED FOR DISPATCH	
34 - 1	NAVIGATION				4. RE	MARKS OR EXCEPTIONS	
18.	ATC Transponders and Automatic Altitude Reporting System	В	-	0	a) Op b) Pri fa	operative provided: erations do not require its use or to flight, approval is obtaine cilities having jurisdiction over flight.	d from ATC
		D	-	1	Any in exc	ess of those required by 14 CF e.	FR may be
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	Α	-	0	a) Op b) Re	operative provided: erations do not require its use pairs are made prior to comple eavy maintenance visit.	
***	ADS-B Extended Squitter Transmissions	Α	-	0	a) O _l	operative provided: perations do not require its use epairs are made prior to compleavy maintenance visit.	
19.	Instrument Comparator or Warning System (-200/-300/-400/-500, includes STC ST03355AT)	C	-	0	May be inconstruction	operative provided approach m	ninimums do

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	RAL AVIATION AD			•	MΔS	STER MINIMUM EQU	IIPMENT I	IST	
	RAFT:	7,111,110,111,111		RFVI	SION NO :	55	1	AGE:	
B-737				DATE		04/22/2011		34-8	
SYST	EM & JENCE	1. ITEM	2.	NUMBER INSTALLED					
				3.	NUMBER REQUIRE	D FOR DISPATCH			
34 - N	IAVIGATION				4. REMARKS	OR EXCEPTIONS			
20.	Radio Altimeter Systems								
	Receiver/ Transmitters								
	a) (-100/-200)	A	-	0	a) Approach n do not required b) Associated and landin c) Autothrottle landing, ar	is not used for appro	g procedure for approace pach and		
		С	-	0	a) Approach n do not required b) Associated and landin c) Autothrottle landing, ar	is not used for appro	g procedure for approace pach and		
	b) (-300/-400/ -500)	С	2	1	a) Approach n do not request b) Associated and landin c) Autothrottle landing, a	is not used for appro	g procedure		
		A	2	1	a) Approach n do not required b) Associated and landin c) Autothrottle landing, ar	is not used for appro	g procedure for approace pach and		

AIRC	RAFT:			REVISION NO:			55	PAGE:
B-737				DAT		04/22/2011	- =	34-9
	EM & JENCE ITI BER	1. ≣M	2.	NUME	BER INSTALLEI	D		
			-	3.	NUMBER REQ	UIRED FOR DISPATCH	ı	
34 - N	NAVIGATION				4. REMA	ARKS OR EXCEPTIONS		
20.	Radio Altimeter Systems (Cont'd)							
	Receiver/ Transmitters (Cont'd)							
	c) (-600/-700/ -800/-900)	С	2	1	a) Appro do no b) Assoc and l	e inoperative deactivated ach minimums or operated trequire its use, clated autopilot is not use anding, and prottle is not used for apping.	ing proce	edures oroach
	2) Indications	С	-	2	a) Indep	rative provided: endent radio altimeters o oth flight crew members, pach minimums do not re	and	
		С	-	0	a) Assoc opera b) Appro	e inoperative provided: ciated receiver/transmitte ate normally, and each minimums or operat of require its use.		
21. ***	Air Data System (No Electric Airspeed Indicators (-200)	n A	-	0	a) Dispa are of b) All as colum	operative provided: atch deviations for associ bserved, asociated equipment is lis an of each operator's ME irs are made within three	ted in th L, and	is
22.	Alternate Static System (-100/-200)	С	1	0		rative provided pneumati installed and operating a		
23. ***	True Airspeed Indication	С	-	0				
24.	Airspeed Indicators (-300/-400/-500)				"DELETED RE	EVISION 50. Moved to 3	34-1 sub-	item 2."

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	RAL AVIATION ADMI	NISTRATI	ON	1	MASTER MINIMUM EQUIPMENT LIST
AIRC	RAFT:				SION NO: 55 PAGE:
B-737				DATE	E: 04/22/2011 34-10
SYSTI SEQU NUME	ENCE ITI	1. EM	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - N	AVIGATION				4. REMARKS OR EXCEPTIONS
25.	Altitude Alerting System	A	1	0	 (O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operation, i.e. RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.
	1) Aural Alert	С	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
	2) Visual Alert	С	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
26.	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT & ST03362AT)	1			
	Ground Proximity Warning System (GPWS)	A	1	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs and made within two flight days.
	a) Modes 1 thru 4	4 A	4	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	b) Test Mode	А	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	c) Glideslope Deviation(s) (Mode 5)	С	2	1	
		В	2	0	
					(Continued)

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B-737 SYSTI SEQU				DE\	/ISION NO : 55 PAGE:
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SEQU		1.		DAI	L. 04/22/2011 34-11
			2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - N	AVIGATION				4. REMARKS OR EXCEPTIONS
26.	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT & ST03362AT) (Cont'd)				
	Ground Proximity Warning System (GPWS)				
	d) Advisory Callouts	В	-	0	(O) May be inoperative provided alternate procedures are established and used.
		С	-	0	(O) May be inoperative provided:a) Advisory callout not required by 14 CFR, andb) Alternate procedures are established and used.
***	e) Windshear Warning and Flight Guidance Mode	В	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include
	(Reactive)				reviewing windshear avoidance and windshear recovery procedures.
		С	1	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
	2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	В	1	0	(O) May be inoperative provided alternate procedures are established and used.
	3) Terrain Displays	С	-	1	
		В	_	0	
		٥			(Continued)

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FEDE	RAL AVIATION ADMIN	IISTRATI	ON	_	MASTER MINIMUM EQU	IPMENT LIST
AIRC	RAFT:			REV	ISION NO: 55	PAGE:
B-737				DAT	E: 04/22/2011	34-12
SYST SEQU NUME	ENCE ITE	1. M	2.	NUMB	ER INSTALLED	'
				3.	NUMBER REQUIRED FOR DISPATCH	
34 - NAVIGATION					4. REMARKS OR EXCEPTIONS	
26.	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT & ST03362AT) (Cont'd) 3) Terrain Displays (Cont'd)					
***	a) Vision One (STC ST03355AT)	D	-	0		
***	4) Runway Awareness and Advisory System (RAAS)	С	1	0		
27. ***	Long Range Navigation Systems (INS, Loran, Omega)	С	-	0	As required by 14 CFR.	
28. ***	Performance Data Computer System (PDCS)	С	1	0		
29. ***	Speed Command (Fast-Slow) Indicator (-100/-200/-300/-400/ -500)		2	0		
30. ***	ADI Test (-100/-200/ -300/-400/-500)	С	2	0		
31. ***	Speed Cursor Remot Drive	e C	1	0		
32.	Instrument Transfer Switching System	C	1	0	(O) May be inoperative provided: a) Associated instruments operate isolated sources, and b) Inoperative switches are not mo flight.	

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AIRC	RAFT:			REV	ISION NO : 55 PAGE :				
B-73			1	DAT	E: 04/22/2011 34-13				
	FEM & UENCE ITEM BER	1. VI	2.	NUMB	NUMBER INSTALLED				
			-	3.	NUMBER REQUIRED FOR DISPATCH				
34 - 1	NAVIGATION				4. REMARKS OR EXCEPTIONS				
33.	Vertical Gyro System (-100/-200)								
	1) Number 1 and 2	С	2	1	One may be inoperative provided: a) Auxiliary vertical gyro operates normally, and b) Vertical gyro switch is selected to auxiliary position.				
***	2) Auxiliary Gyro	С	1	0					
34.	Standby Altimeter Vibrator				MOVED to Item 34-3 prior to Revision 30.				
35.	Inertial Reference Systems (IRS) (-300/-400/-500/ -600/-700/-800/-900)	В	2	1	 (O) Except for ER operations, one may be inoperative provided: a) Remaining IRS operates normally and is used for both Attitude Indications and both HSIs, b) Flight is restricted to day VMC, c) Standby Magnetic Compass operates normally, d) Standby Horizon Indicator or ISFD attitude display operates normally, e) Both Vertical Speed Indications are switched to remaining IRS, if required, and f) Autopilots (any mode) are not used unless SB-737-22-1140 or equivalent is incorporated. 				
	 IRS Data Display (Aft Overhead Panel) 	С	1	0	May be inoperative provided one FMCS CDU operates normally.				
	2) IRS Ground Crew Call Horn	C	1	0					

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	ERAL AVIATION ADMINIS	TRAT	ION	1	MASTER MINIMUM EQUIPMENT LIST
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B-737		4		DAT	E: 04/22/2011 34-14
	TEM & JENCE ITEM BER	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - N	NAVIGATION				4. REMARKS OR EXCEPTIONS
36.	Flight Management Computer System (FMCS)				
***	1) (-200 CMA-900 FMS/GPS)	D	1	0	(M) May be inoperative provided FMS is deactivated
	a) Annunciator Lights/ Switches (STC ST6895- AT)	С	9	0	(M) May be inoperative provided FMS is deactivated.
	(1) NAV/FMS	D	2	0	May be inoperative provided FMS is considered inoperative.
		Α	2	1	May be inoperative on non-flying pilot's side provided: a) Captain's HDG/NAV light and switch operate normally, and b) Repairs are made within three flight days.
	(2) WPT	С	2	0	May be inoperative provided procedures do not require its use.
		Α	2	1	May be inoperative on non-flying pilot's side provided repairs are made within three flight days.
	(3) GPS APPR CAP	С	1	0	May be inoperative provided procedures do not require its use.
		С	1	0	May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of 3 DME stations in range at all times).
	(4) GPS INT	С	2	0	May be inoperative provided procedures do not require its use.
		Α	2	1	May be inoperative on non-flying pilot's side provided repairs are made within three flight days. (Continued)

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AIRCRAFT:	ON ADMINISTRA	TION	DE/	VISION NO: 55 PAGE:
B-737			DAT	
SYSTEM &	1	.	DAI	11. 04/22/2011 34-13
SEQUENCE NUMBER	ITEM	2.	NUME	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
34 - NAVIGATION	I			4. REMARKS OR EXCEPTIONS
36. Flight Man Computer (FMCS) (C	System			
1) (-200 C FMS/GI (Cont'd	PS)			
(5) O	FFSET (2	0	May be inoperative provided procedures do not require its use.
b) FML	J (-	1	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
c) MCE	OU (1	0	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
d) Navi	gation (bases	-	-	 (O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
e) DME	Ē (1	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
	(1	0	May be inoperative provided GPS is operational.
f) GPS	; (1	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
	(1	0	May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of 3 DME stations in range at all times).
				(Continued)

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FEDERAL AVIATION AD	DMINISTRAT	ION		MASTER MINIMUM EQUIPME	NT LIST
AIRCRAFT:			REVI	SION NO : 55	PAGE:
B-737			DATE	E: 04/22/2011	34-16
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMB	ER INSTALLED	
			3.	NUMBER REQUIRED FOR DISPATCH	
34 - NAVIGATION				4. REMARKS OR EXCEPTIONS	
36. Flight Manageme Computer Syster (FMCS) (Cont'd)					
1) (-200 CMA-90 FMS/GPS) (Cont'd)	00				
g) HSI Switch Unit (STC ST01676A	_	2	0	May be inoperative provided FMS is considered inoperative.	ed
	С	2	1		
2) (-300/-400/-50 -600/-700/-80 -900)					
a) FMC Alert Lights	С	2	1	One may be inoperative provided FMC is not autopilot guidance during approach.	used for
	С	2	0	May be inoperative provided FMC is not used autopilot guidance.	for
b) Computer	С	-	1	May be inoperative provided it is not required 14 CFR navigation requirements.	to meet
(1) -300/-400 -500	o/ C	-	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead pane operates normally, and b) EFIS speed tapes are not used as prir airspeed indication.	el)
(2)-600/-70 -800/-90		-	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead pane operates normally, and b) Speed Reference Selector operates n (Continued)	el)

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B-73	7			DAT	E: 04/22/2011 34-17
	TEM & UENCE ITEM BER	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - 1	NAVIGATION				4. REMARKS OR EXCEPTIONS
36.	Flight Management Computer System (FMCS) (Cont'd) 2) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)				
***	c) CDU/MCDU	С	-	1	May be inoperative provided enroute procedures do not require its use.
		С	-	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements.
***	d) Alternate Navigation Control Display Unit (ANCDU)				
	(1) CRT ANCDU (-300/-400/ -500)	С	-	0	May be inoperative provided: a) IRS data display (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements.
					NOTE: Two independent navigation systems are required for operations beyond range of radio navigation aids. Requires dual ANCDU or ANCDU and CDU/Computer or dual CDU/Computers.
	(2) LCD ANCDU (-700IGW)	С	-	0	May be inoperative provided it is not required to meet 14 CFR navigation requirements.
					NOTE: Two independent navigation systems are required for operations beyond range of radio navigation aids. Requires dual CDU/Computers, or one GPS capable Multimode Receiver with onside LCD Alternate Nav CDU (ANCDU) and Electronic Standby Attitude Indicator (ESAI), in conjunction with one Inertial Reference System (IRS), and one CDU/Computer.
					(Continued)

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	RAL AVIATION ADMINIS			•	MASTER MINIMUM EQUIPME	NT LIST		
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B-737				DATE: 04/22/2011 34-18				
SYST	EM &	1.						
SEQU	JENCE ITEM BER		2.	NUMB	ER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
34 - N	IAVIGATION				4. REMARKS OR EXCEPTIONS			
36.	Flight Management Computer System (FMCS) (Cont'd) 2) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)							
	e) Navigation Databases	С	-	-	 (O) May be out of currency provided: a) Current Aeronautical Charts are used navigation fixes prior to dispatch, b) Procedures are established and used status and suitability of navigation facused to define route of flight, and c) Approach navigation radios are manuand identified. 	to verify cilities		
***	3) Universal Avionics UNS-1F (STC ST03356AT and ST03362AT)	С	2	0	May be inoperative provided it is not required 14 CFR navigation requirements.	to meet		
	a) Navigation Computer Unit (NCU)	С	2	0	May be inoperative provided it is not required 14 CFR navigation requirements.	to meet		
	b) Control Display Unit (CDU) (-300)	С	2	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead pane operates normally, and b) Unit is not required to meet 14 CFR no requirements.	el)		
	c) Global Navigation Satellite System (GNSS)	С	2	0	May be inoperative provided all navigation is ILS/VOR/DME.	based on		
					(Continued)			

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AIRC	RAFT:			REV	REVISION NO: 55 PAGE:				
B-73	B-737				E:	04/22/2011		34-19	
		1. EM	2.	NUME	BER INSTALLE	:D	,		
			=	3.	NUMBER REG	QUIRED FOR DISPATC	н		
34 - 1	NAVIGATION				4. REM	ARKS OR EXCEPTIONS	3		
36.	Flight Management Computer System (FMCS) (Cont'd)								
***	3) Universal Avionic UNS-1F (STC ST03356AT and ST03362AT) (Cont'd)	S							
	d) Navigation Display (ND) Caution Annunciator Data Block (FMS Alerts) (-300)	С	2	1	a) Data ND, b) FMC appl	C is not used for autopilot roach. uires installation of Univel	t guidanc	e during	
					890 [Display, STC ST03355A	Γ.		
	e) ND Flight Plai Status Block (-300)	n C	2	1	NOTE: Requ	erative on non-flying pilot uires installation of Unive Display, STC ST03355A	rsal Avio	nics EFI-	
	f) Navigation Databases	С	-	-	a) Curr navi b) Prod statu used c) App	out of currency provided: rent aeronautical charts a gation fixes prior to dispacedures are established a us and suitability of navigd to define route of flight, roach navigation radios and and identified.	atch, and used jation fac and	to verify ilities	
37. ***	Windshear Warning and Flight Guidance System		1	0		noperative provided alter led and used.	nate pro	cedures	
(Reactive)					revie	rator's alternate procedur wing windshear avoidand very procedures.			
		С	-	0	a) Alteri used b) Wind	noperative provided: nate procedures are esta d, and Ishear Detection and Avo dictive) operates normall	oidance S		

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FEDE	RAL AVIATION ADMINIS	TRAT	ION		MASTER MINIMUM EQUIPMENT LIST
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B-737				DATE	E: 04/22/2011 34-20
SYSTI SEQU NUME	ENCE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - N	AVIGATION				4. REMARKS OR EXCEPTIONS
38. ***	Pitch Limit Indication (PLI)	С	2	0	
39.	EFIS Speed Tape				DELETED REVISION 50. MOVED TO 34-1 SUB-ITEM.
40.	Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT)	В	-	0	 (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		С	-	0	 (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	С	2	1	 May be inoperative on non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.
	Resolution Advisory (RA) Display System(s)	С	2	1	May be inoperative on non-flying pilot side.
		С	-	0	 (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.
	3) Traffic Alert (TA) Display System(s)	С	-	0	 (O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
	4) Audio Functions	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
***	5) Airspace Selection Function	С	-	0	

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	RAL AVIATION ADMINIST	ΓRΑΤ	ION		MASTER MINIMUM EQUIPMENT LIST				
	RAFT:				REVISION NO: 55 PAGE				
B-737			1	DAT	DATE: 04/22/2011 34-21				
	EM & JENCE ITEM BER	1.	2.	NUME	BER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
34 - N	NAVIGATION				4. REMARKS OR EXCEPTIONS				
41. ***	Engine Pressure Ratio Limit (EPRL) System (-100/-200)	С	1	0					
42.	Radio Magnetic Indicators (RMI)								
	1) (-100/-200)	С	-	1	May be inoperative provided affected RMI is not a source of heading data for Horizontal Situation Indicator (HSI).				
	2) (-300/-400/-500)	С	-	1					
	3) (-600/-700/-800/ - 900)								
	a) EFIS/Map	С	3	1	Two may be inoperative provided Captain's RMI or Standby RMI operates normally.				
***	b) PFD/ND	С	1	0	Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power.				
43. ***	Radio Height Alert	D	2	0					
44. ***	Head-Up Display System (HUD)	D	-	0	May be inoperative provided procedures do not require its use.				
					NOTE: Any mode which operates normally may be used.				
45. ***	Global Positioning System (GPS)	С	-	0	May be inoperative provided alternate procedures are established and used.				
		D	-	0	May be inoperative provided procedures do not require its use.				
46. ***	Microwave Landing System (MLS)	D	-	0	May be inoperative provided approach procedures do not require its use.				
47. ***	ILS Beam Deviation Lights	С	2	0	May be inoperative provided approach minimums do not require their use.				
	3								

U.S. D	EPARTMENT OF TRA	NSPOR [*]	TATIO	V	
FEDE	RAL AVIATION ADMIN	ISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRC	RAFT:			REV	ISION NO: 55 PAGE:
B-737				DAT	E: 04/22/2011 34-22
SYST SEQU NUME	ENCE ITEI	1. VI	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - N	AVIGATION				4. REMARKS OR EXCEPTIONS
48.	EFIS Control Panel				
***	1) Map Switches (-300/-400/-500)				
	a) VOR/ADF	С	2	1	
	b) NAV AID	С	2	1	
	c) ARPT	С	2	1	
	d) RTE DATA	С	2	1	
	e) WPT	С	2	1	
***	2) Decision Height Reference (DH REF) Indication (-300/-400/-500)	С	2	0	May be inoperative provided: a) Approach procedures do not require its use, and b) Decision height is displayed on both EADI's
	3) Map Switches (-600/-700/-800/ 900)	-			
	a) POS	С	2	1	
	b) STA	С	2	1	
	c) ARPT	С	2	1	
	d) DATA	С	2	1	
	e) WPT	С	2	1	
49.	Right IRS DC Power Supply System (-300/-400/-500/-600/-700/-800/-900)	В.	1	0	 (O) May be inoperative provided: a) Remaining IRS Mode Selector Unit lights are not illuminated, and b) Autopilot dual channel mode is not used during approach.
50.	ILS System (-600/ -700/-800/ -900)				DELETED in Revision 37, relief incorporated into Item 34-17.
51. ***	Metric Altimeter	D	-	0	May be inoperative provided operations do not require its use.

FEDE	ERAL AVIATION ADMINIS	TRAT	ION			MASTER MINIMUM EQUIP	MENT LIST	
AIRC	RAFT:			REV	ISION NO	: 55	PAGE:	
B-73	7			DAT	DATE: 04/22/2011			
	TEM & UENCE ITEM BER	1.	2.	NUMBER INSTALLED				
				3.	NUMBER	REQUIRED FOR DISPATCH		
34 - 1	NAVIGATION				4. R	EMARKS OR EXCEPTIONS		
52. ***	Performance Management System (PMS) with Windshear Detection/Alerting System (STC SA2018NM)	С	-	0	a) T b) F c) A	be inoperative provided: AT Indicator operates normally, MS remains uncoupled from autor Autothrottle system is considered in and Vindshear Detection and Guidance considered inoperative.	noperative,	
53. ***	Automatic Dependent Surveillance- Broadcast (ADS-B) System	D	-	0	CFR.	noperative provided it is not required for ADS-B is installed in lieu of or as replacement for 14 CFR required erepair category in operator's MEL was that of 14 CFR required equipm	a equipment, will be same	
	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: (Cockpit Display Traffic Information display of data from other aircraft so used.	(CDTI)	
	2) CDTI Control Panel	D	-	0	a) F	noperative provided: Flight ID can be set, and Screen display is acceptable to fligl	ht crew.	
	Data Link Transmitter(s)	D	-	0	a	n some aircraft the Data Link Trans in integral part of the transponder a provided in that section.		
	Data Link Receivers	D	-	0				
	5) ADS-B Applications	D	-	0				

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FEDI	ERAL AVIATION ADMINIS	TRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRC	CRAFT:			REV	ISION NO: 55 PAGE:
B-73	7			DAT	E: 04/22/2011 34-24
	TEM & UENCE ITEM IBER	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 -	NAVIGATION				4. REMARKS OR EXCEPTIONS
54. ***	Integrated Standby Systems				
	Integrated Standby Flight Display (ISFD)				
	a) Attitude Display	В	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
	b) ILS Indication	D	1	0	
	c) Heading Display	С	1	0	
	d) Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.
	e) Dedicated Battery	С	1	0	
	2) Integrated Standby Instrument System (ISIS) (Boeing SB 737-31-1435)				
	a) Attitude Display	В	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
	b) ILS Indication	D	1	0	1
	c) Heading Display	С	1	0	1
	d) Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.
	e) Dedicated Battery	С	1	0	

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FEDERAL A	VIATION ADMINIST	RAT	ION		MASTER MINIMUM EQUIPMEI	NT LIST	
AIRCRAFT:				REVISION NO: 55 PA			
B-737				DAT	E: 04/22/2011	34-25	
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUME	BER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH		
34 - NAVIGA	TION				4. REMARKS OR EXCEPTIONS		
*** Displa	cal Situation ay (VSD) System /-700/ -800/-900)	С	1	0	(O) May be inoperative provided alternate produce are established and used.	cedures	
(000	7 7 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	D	1	0	May be inoperative provided procedures do no its use.	ot require	
*** Satel Syste	al Navigation lite Landing em (GLS) /-700/-800/	D	2	-	May be inoperative provided approach minimu not require its use.	ms do	
*** Syste	nced Vision em (EVS) STC 039MC	D	-	0	(M) May be inoperative provided EVS is deaction NOTE: For the EVS to be considered operative EVS Yoke Switch must be operative.		
1) E	VS Window Heat	D	-	0	(O) Avoid icing conditions when EVS Window inoperative.	Heat is	
H	econdary (non- UD) EVS Display ystem	D		0	(M) May be inoperative provided procedures d require its use.	o not	

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FEDE	RAL AVIATION ADMINIST	RAT	ION	MASTER MINIMUM EQUIPMENT LIST				
AIRCR	RAFT:			REVISION NO: 52 PAGE:				
B-737				DAT	E: 04/29/2008 35-1			
SYSTE SEQUI NUMB	ENCE ITEM	1.	2.	NUME	BER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
35 - O	XYGEN				4. REMARKS OR EXCEPTIONS			
1.	Crew Oxygen System				DELETED prior to Revision 27.			
2.	Passenger Service Units (PSUs)	В	-	-	 (M) May be inoperative provided: a) Associated seats are blocked and placarded to prevent occupancy, and b) Units operate normally for all usable lavatory and flight attendant locations. 			
	Automatic Presentation	С	1	0	 (M)(O) May be inoperative provided: a) Alternate deployment system is verified to operate normally, and b) Airplane remains at or below FL 300. 			
	2) Door Latches	В	-	-	 (M) Automatic opening feature of door latch(es) may be inoperative unlatched, and taped closed provided: a) PSU oxygen system operates normally, b) Flight remains at or below FL 250, and c) Passenger(s) occupying seat(s) with inoperative door latch(es) are briefed on oxygen mask procedure. 			
3.	Oxygen Pressure Indicators							
	Flight Deck Crew Oxygen Indicator	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.			
***	External Service Panel Crew Oxygen Indicator	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.			
	3) Flight Deck Passenger Oxygen Indicator (-100/-200)	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.			
	4) Flight Deck Crew/Passenger Oxygen Indicator (-700C)	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.			
					(Continued)			

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AIRCR		IKAI	ION	DEV	į	PAGE:
B-737	AAFI.			DATI		35-2
SYSTE	EM &	1.		DAII	L. 04/23/2000	30-2
SEQUI NUMB	ENCE ITEM		2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
35 - O	XYGEN				4. REMARKS OR EXCEPTIONS	
3.	Oxygen Pressure Indicators (Cont'd)					
	5) Overpressure Discharge Indication Disk	С	1	0	(O) May be damaged or missing.	
4.	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	 (M) Any in excess of those required by 14 CFR representation be unserviceable or missing provided: a) Required distribution of serviceable bottle maintained throughout aircraft, and b) Bottles not properly serviced are replace serviced, or removed at next available maintenance facility. 	es is
5.	Passenger Oxygen System	В	1	0	 (M)(O) May be inoperative provided: a) Flight is not conducted where minimum enroute altitude is above 14,000 feet MS b) Both air conditioning packs operate norm c) Remaining components of pressurization system operate normally, d) Airplane remains at or below FL 250, e) Portable oxygen units are provided for 10 passengers, and f) Passengers are appropriately briefed. 	nally, n
		С	1	0	May be inoperative for all-cargo configuration.	
		В	1	0	May be inoperative provided flight is conducted a below 10,000 feet MSL.	at or
6.	PBE Smoke Hoods	D	-	-	Any in excess of those required by 14 CFR may inoperative.	be
7. ***	External Service Panel, Oxygen Fill Station	С	1	0	(M) May be inoperative provided leak-tight integroxygen supply system is not affected.	rity of

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	L AVIATION ADMINIST			1	MASTE	ER MINIMUM E		TPLLTL
AIRCRA		11///11	O14	PE/	ISION NO :		52	PAGE:
B-737				DAT		04/29/2008	3 <u>2</u>	36-1
SYSTEM	1 &	1.	2.			11/20/2000		00 1
SEQUEN NUMBER			۷.	NONE	ER INSTALLED			
NONBLI	`			3.	NUMBER REQUIRED	FOR DISPATO	СН	
36 - DNE	UMATICS				4. REMARKS O	R EXCEPTION	ıe	
30 - FINE	OWATIOS				4. KLWAKKS O	K EXCEPTION	13	
1.	Manifold Isolation Shutoff Valve							
	1) (-100/-200)	С	1	0	(M) May be inoperative a) Valve remains and b) Airplane is no icing condition	s closed excep ot operated in k	J	·
	2) (-300/-400/-500)	С	1	0	b) Valve remain and	n Éngine contrave been install as closed excep ot operated in k	led, ot for engin	e start,
	3) (-600/-700/-800/ -900)	С	1	0	(M) Except for ER opmay be inoperative particles and and b) Airplane is no icing conditio	rovided: is closed excep ot operated in k	ot for engin	e start,
2.	Ground Pneumatic Connector Check Valve	С	1	0	depressurize b) Airplane is no icing conditio	pen provided: atic manifold re d after starting ot operated in k	emains right engin known or fo	ne,
		С	1	0	May be inoperative cl	losed.		
3.	Precooler Control Valves							
	1) (-100/-200)	С	2	0		ngine bleed sh ed after engine ot operated in k	utoff valve start, and	precast
i								

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FEDERA	L AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REV	ISION NO: 52 PAGE:
B-737				DAT	E: 04/29/2008 36-2
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
36 - PNE	UMATICS				4. REMARKS OR EXCEPTIONS
3.	Precooler Control Valves (Cont'd)				
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	0	 (O) Except for ER operations beyond 120 minutes, may be inoperative in any position provided: a) Associated engine bleed shutoff valve remains closed, and b) Airplane is not operated in known or forecast icing conditions.
	3) (-300/-400/-500)	С	2	0	(M) Except for ER operations beyond 120 minutes, may be inoperative full open provided airplane is not operated in known or forecast icing conditions
4.	Pneumatic Pressure Indication Systems	С	2	0	(O) May be inoperative provided alternate procedures are established and used.
5.	Engine Bleed Air Shutoff Valves (PRSOV)				
	1) (-100/-200)	С	2	0	 (M)(O) May be inoperative provided: a) Valve is secured closed after engine start, and b) Airplane is not operated in known or forecast icing conditions.
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	0	 (M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Valve is secured closed before engine start, and b) Airplane is not operated in known or forecast icing conditions.
6.	Dual Bleed Light System	С	1	0	 (O) May be inoperative provided: a) APU bleed air is not used in flight, and b) APU bleed valve is closed before each departure.
7.	13 th Stage Bleed Air Modulating and Shutoff Valves (-100/-200)	С	2	0	(M) May be inoperative provided airplane is not operated in known or forecast icing conditions.
8.	Engine Bleed Trip Off Lights	С	2	0	 (O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated engine bleed is not used except for engine start, and b) Airplane is not operated in known or forecast icing conditions.

AIRCRAFT: B-737 DATE: 04/29/2008 36-3 SYSTEM & SEQUENCE ITEM 1. SEQUENCE NUMBER 1. 36 - PNEUMATICS 9. High Stage Valves (-300/-400/-500/-600/-700/-800/-900) 1. 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 1. (M) One may be inoperative locked closed provided a minimum of 60% N1 is maintained on associated engine during flight in icing conditions.	SYSTEM & SEQUENCE ITEM NUMBER 1. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 9. High Stage Valves (-300/-400/-500/-600/-700/-800/ 9. DATE: 04/29/2008 36-3 NUMBER INSTALLED 4. REMARKS OR EXCEPTIONS	EDERAL AVIATION ADMINIST				MASTER MINIMUM EQU				
1. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 9. High Stage Valves (-300/-400/-500/-600/-700/-800/ 9. High Stage Valves (-300/-400/-500/-600/-700/-800/ 1. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 1. (M) One may be inoperative locked closed provided a minimum of 60% N1 is maintained on associated engine during flight in icing conditions.	1. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 9. High Stage Valves (-300/-400/-500/-600/-700/-800/ 9. Or High Stage Valves (-300/-400/-500/-600/-700/-800/ 9. High Stage Valves (-300/-400/-500/-600/-700/-800/ 9. High Stage Valves (-300/-400/-500/-600/-700/-800/ 9. High Stage Valves (-300/-400/-500/-600/-700/-800/-600/-700/-800/-600/-700/-800/-600/-700/-800/-600/-700/-800/-600/-700/-800/-600/-700/-800/600/-700/-800/600/-700/-800/600/-700/-800/600/-700/-800/600/-700/-800/									
SEQUENCE NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 9. High Stage Valves (-300/-400/-500/-600/-700/-800/ 9. One may be inoperative locked closed provided a minimum of 60% N1 is maintained on associated engine during flight in icing conditions.	3. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 9. High Stage Valves (-300/-400/-500/-600/-700/-800/ 9. One may be inoperative locked closed provided a minimum of 60% N1 is maintained on associated engine during flight in icing conditions.				DAT	E: 04/29/2008	36-3			
4. REMARKS OR EXCEPTIONS 9. High Stage Valves C 2 1 (M) One may be inoperative locked closed provided a minimum of 60% N1 is maintained on associated engine during flight in icing conditions.	4. REMARKS OR EXCEPTIONS 9. High Stage Valves C 2 1 (M) One may be inoperative locked closed provided a minimum of 60% N1 is maintained on associated engine during flight in icing conditions.	EQUENCE ITEM	1.	2.	NUME	ER INSTALLED				
9. High Stage Valves C 2 1 (M) One may be inoperative locked closed provided a minimum of 60% N1 is maintained on associated engine during flight in icing conditions.	9. High Stage Valves C 2 1 (M) One may be inoperative locked closed provided a minimum of 60% N1 is maintained on associated engine during flight in icing conditions.				3.					
(-300/-400/-500/ minimum of 60% N1 is maintained on associated engine during flight in icing conditions.	(-300/-400/-500/ -600/-700/-800/ minimum of 60% N1 is maintained on associated engine during flight in icing conditions.	6 - PNEUMATICS				4. REMARKS OR EXCEPTIONS				
		High Stage Valves (-300/-400/-500/ -600/-700/-800/	C	2	1	minimum of 60% N1 is maintained on a	sed provided a ssociated			

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FEDERA	L AVIATION ADM	INISTRAT	ION	MASTER MINIMUM I		1	VI LIST	
AIRCRA	FT:			RE\	REVISION NO :		52	PAGE:
B-737				DAT	TE:	04/29/2008		38-1
SYSTEM SEQUEN NUMBER	ICE IT	1. EM	2.	NUMB	BER INSTAL	LED		
	<u> </u>			3.	NUMBER F	REQUIRED FOR DISPAT	ГСН	
38 - WAT	ER / WASTE				4. RI	EMARKS OR EXCEPTION	NS	
1.	Potable Water Systems	C	-	-	provided: a) A is b) A n NOTE: A	dual components may be associated components a solated, and associated system components to have leaks. In portion of system which compally may be used.	re deactivate	ed or
		С	-	-	a) S b) P	pe inoperative provided: System is drained, and Procedures are establishe ystem is not serviced.	ed to ensure	that
2.	Lavatory Waste Systems (Includin Wheelchair Accessible Lavatories)	C	-	-	provided: a) A is b) A n NOTE: A	dual components may be associated components a solated, and associated system comport to have leaks. Any portion of system which ormally may be used.	re deactivate	ed or
		C		-	provided: a) A is b) P d c) A a E	ciated lavatory system(s) ssociated components are solated to prevent leaks, ilot-in-Command will deteluration is acceptable with nusable, and ssociated lavatory door(s and placarded "INOPERA ENTER". These provisions are not inspections by crewmemb	re deactivate ermine if flight a forward I s) is secured TIVE – DO I	ed or nt avatory closed NOT

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FEDERAL AVIATION ADI	MINISTRAT	ION	<u> </u>	MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:				REVISION NO: 53 PAGE: DATE: 08/01/2009 46-1				
B-737 SYSTEM &	1.	_						
	ITEM	2.	NUMB	SER INSTALLED				
NUMBER			3.	NUMBER REQUIRED FOR DISPATCH				
46 – INFORMATION SYS	STEMS			4. REMARKS OR EXCEPTIONS				
 1. Electronic Fligh *** Bag (EFB) Syst								
1) Class 3 EFB (Boeing)	C	2	1					
	С	2	0	(O) May be inoperative provided alternate procedures are established and used.				
				NOTE: Any function, program or document which operates normally may be used.				
	D	2	0	May be inoperative provided procedures do not require its use.				
2) (STC ST03165AT Only)	D	2	0	(M) May be inoperative provided procedures do not require its use.				
	С	2	0	(M)(O) May be inoperative provided alternate procedures are established and used.				
a) Mounting Cradle	С	2	1	(M)(O) May be inoperative provided alternate procedures are established and used.				
b) Liquid Cry Display	stal C	2	1	One may be inoperative provided alternate source for required information is available and used.				
c) Control Pa Module/ Peripheral Connectivi Unit		2	1	One may be inoperative provided alternate source for required information is available and used.				
(1) ON/OFF Switch	С	2	1	One may be inoperative in ON position provided: a) EFB Battery charging system operates normally, and b) Normal power to unit is available and operates normally.				
				(Continued)				

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FEDERA	L AVIATION ADMINIST	RAT	ION	1	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	REVISION NO: 53 PAGE:				
B-737				DAT	E: 08/01/2009	46-2			
SYSTEM SEQUEN NUMBER	ITEM	1.	2.	NUMBI	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
46 – INF	ORMATION SYSTEMS				4. REMARKS OR EXCEPTIONS				
1.	Electronic Flight Bag (EFB) System (Cont'd)								
	2) (STC ST03165AT Only) (Cont'd)								
	d) Computer Processing Unit (CPU)	С	2	1	One may be inoperative provided alternate so required information is available and used.	ource for			
	(1) Back-Up Battery	С	2	1	One may be inoperative provided normal pow available and operates normally.	er is			
	e) Standby Button	С	2	0	May be inoperative in operational mode.				
		С	2	0	May be inoperative in Standby mode provided is considered inoperative.	l display			
	3) Stowage/ Charger Assembly (STC ST01118CH Only)								
	a) Class 1 EFB w/ All Battery Types	D	1	0	May be inoperative provided procedures do nequire its use.	ot			
	b) Class 1 EFB w/ Lithium Ion Battery	С	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.				
					NOTE: If a Class 1 EFB is to be used, alternate procedures must insure the battery is to a "sufficiently charged" state at appretime intervals.	charged			

U.S. DEPARTMENT OF TRANS FEDERAL AVIATION ADMINIST			'I V	MASTER MINIMUM EQUIPMEN	LUST
AIRCRAFT:	13/31	1014	RE'	/ISION NO : 55	PAGE:
B-737			DA		47-1
SYSTEM & SEQUENCE ITEM	1.	2.	NUME	ER INSTALLED	
NUMBER			3.	NUMBER REQUIRED FOR DISPATCH	
47 - INERT GAS SYSTEM				4. REMARKS OR EXCEPTIONS	
Nitrogen Generation System (NGS) (All Models)					
1) Serial Number (S/N) 34333 or 34450 (prior to incorporation of Boeing Service Bulletin 737-47-1006)	D	1	0	(M) May be inoperative provided NGS shutoff va deactivated closed.	alve is
a) Nitrogen Generation Degraded	D	1	0		
2) All Models (upon incorporation of Boeing Service Bulletin 737-47-1002, 737-47-1003, 737-47-1005, 737-47-1006 737-47-1007, 737-47-1008, or production equivalent)	A	1	0	(M) May be inoperative provided: (a) NGS shutoff valve is deactivated closed (b) Repairs are made within ten flight days.	
a) Nitrogen Generation Degraded	С	1	0		

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST	
AIRCRA	FT:			REVISION NO: 54a		
B-737				DAT	E: 05/12/2010 49-1	
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
49 - AIRI POWER	BORNE AUXILIARY				4. REMARKS OR EXCEPTIONS	
1.	Auxiliary Power Unit (APU)	С	1	0	(O) Except for ER operations, may be inoperative provided: a) Procedures do not require its use, and b) Visual confirmation is made that no damage has occurred to APU exhaust area.	
2.	APU Annunciator LOW OIL PRESSURE and OVER SPEED Lights	С	2	0	May be inoperative provided APU Auto Shutdown System operates normally.	
3.	APU Auto Shutdown System (-100/-200/-300/ -400/-500)	С	1	0	 (M) Except for ER operations, may be inoperative provided: a) APU is not used in flight, b) APU annunciator lights operate normally, and c) APU is monitored continuously. 	
4.	APU Annunciator LOW OIL QUANTITY/MAINT Light	С	1	0	(M) May be inoperative and APU used provided oil quantity is checked once each flight day.	
5.	APU EGT Indicator					
	1) Model GTCP85- 129	С	1	0	 (O) Except for ER operations, may be inoperative provided: a) All warning and caution lights operate normally, b) APU is used to supply electrical power, and for starting one engine only, and c) Passengers are not permitted on board until APU has been shut down. 	
	2) Model GTCP36- 280, APS-2000 and AS 131-9B	С	1	0		
6.	APU Inlet Door	С	1	0	(O) May be inoperative open.	
		С	1	0	(O) Except for ER operations, may be inoperative in any other position if APU is not used.	

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FEDERA	L AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	ISION NO : 54a	PAGE:			
B-737				DAT	DATE: 05/12/2010				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
49 - AIRE POWER	BORNE AUXILIARY				4. REMARKS OR EXCEPTIONS				
7.	APU Bleed Air System	С	1	0	(M) May be inoperative closed. NOTE: APU may be used to provide electrical	power.			
		С	1	0	(O) Except for ER operations, may be inoperated provided: a) APU bleed air check valve operates not and b) APU is not operated.				
8. ***	APU DC Fuel Boost Pump	D	1	0					
9.	APU Surge Control System								
***	1) Surge Bleed Valve (Models GTCP85-129 and APS-2000) (-100/-200/-300/ -400/-500)	С	1	0	May be inoperative in open position provided A bleed air is not used for engine start on ground NOTE: Relief also applies to airplanes modifie STC SA5730NM or ST00131SE provid APU is not operating during approach.	l. ed by ded			
		С	1	0	May be inoperative in closed position provided operation is limited to FL 250 or below. NOTE: Relief also applies to airplanes modified STC SA5730NM or ST00131SE.				
	2) Surge Control Valve (Model AS 131-9B) (-600/ -700/-800/-900)	С	1	0	May be inoperative in open position provided A bleed air is not used. NOTE: APU may be used to provide electrical				
		С	1	0	(O) Except for ER operations, may be inoperat closed position provided APU is not used.	ive in			
10. ***	APU Cockpit Hourmeter (-100/ -200/-300/ -400/ -500)	D	1	0					
11. ***	APU Start Counter Meter (-100/-200/ -300/-400/-500)	D	1	0					

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FEDERA	L AVIATION ADMINIS	TRATI	ON	- 	MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT:				ISION NO : 54a	PAGE:		
B-737				DAT	E: 05/12/2010	49-3		
SYSTEM SEQUEN NUMBER	QUENCE ITEM 2.		2.	NUMB	NUMBER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
49 - AIRE POWER	BORNE AUXILIARY				4. REMARKS OR EXCEPTIONS			
12.	APU Annunciator HIGH OIL TEMP/ FAULT Light	С	1	0				
13. ***	APU Fuel Heater (-100/-200/-300/ -400/-500)	С	1	0	(M) May be inoperative provided APU operates normally.	5		
14. ***	APU Flap Indicator Interlock System (- 100/-200 Modified by STC SA5730NM or ST00131SE)	С	1	0	 (O) May be inoperative provided: a) Remaining APU surge bleed valve is operating, and b) APU bleed air is used during approach 			
	010013132)	С	1	0	(O) May be inoperative provided APU is not op during approach.	erating		
15.	Start Power Unit (-600/-700/-800/ -900)	С	1	0	(M) Except for ER operations, may be inoperat provided procedures do not require use of APL			
	AC/DC Start Systems	С	2	1				
16.	Start Converter Unit (-600/-700/-800/ -900)	С	1	0	(M) Except for ER operations, may be inoperat provided procedures do not require use of APL			
	Voltage Regulator Function	С	1	0	Except for ER operations, may be inoperative provided APU generator is not used for electric power.	al		
					NOTE: APU may be used as a pneumatic sou	rce.		

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-	AL AVIATION ADMINIST	RAI	ION	D.E.	MASTER MINIMUM EQUIPMENT LIST
AIRCRA B-737	AFI:			DA	VISION NO : 54 PAGE: TE: 10/12/2009 52-1
SYSTEM	/I &	1.			I
SEQUE! NUMBE	NCE ITEM	•••	2.		BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
52 - DOORS					4. REMARKS OR EXCEPTIONS
1. ***	Forward Air Stair	D	1	0	NOTE: Any mode that operates normally may be used.
2.	Aft Air Stair (-100/ -200)	С	1	1	Electrical mode may be inoperative provided door operates normally as an emergency exit in passenger configuration.
		D	1	0	May be inoperative in all-cargo configuration only.
3.	Door Warning Light System				
	1) Entry/Service/ Cargo/ Equipment/ Airstair	С	-	0	 (M) May be inoperative provided associated door is verified closed and locked. NOTE: On –600/-700/-800/-900, if two or more entry/service door warning lights are inoperative due to failed door sensors,
	2) Overwing (-600/ -700/-800/-900)	С	-	0	overwing exit flight lock system and mid exit flight lock system (-900ER) will not function properly. Refer to MMEL item 52-15 (M) May be inoperative provided: a) Associated door is verified closed and latched,
					andb) Associated flight lock is verified to operate normally.
	Cabin Door Indication System (-800EF	С	1	0	(O) May be inoperative provided associated doors are verified in accordance with following prior to taxi, takeoff, and landing;
	STC ST02000NY Only)				- Entry Area/Main Lounge is Open
	- ,,				Private Bedroom is ClosedGuest Lavatory is Closed
					- Aft Lounge/Galley is Open
***	4) Mid-Exit (-900ER)	С	1	0	(M) May be inoperative provided associated door is verified closed and latched.

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	4		DAT	E: 10/12/2009	52-2
ICE ITEM	1.	2.	NUMBI	ER INSTALLED	
			3.	NUMBER REQUIRED FOR DISPATCH	
DRS				4. REMARKS OR EXCEPTIONS	
Tire Burst Screen Warning Light System (-100/-200/ -300)	С	1	0	security and damage before each and b) For combined Equipment/Tire Bu Warning Light, visually verify that compartment and lower nose cor are secured and locked, and mai	n departure, rst Screen electronics npartment n wheel well
Left Main Cabin Door Pressure Stop Fittings					
Aft Airstair Door and Forward Entry Door	В	-	-	provided: a) There are no visible defects on or for associated door, b) Pressure differential does not excand c) Analog cabin pressure control sy 	ther fittings ceed 6.0 psi, stem standby
	В		-	provided: a) There are no visible defects on or for associated door, b) Pressure differential does not exc c) Digital cabin pressure control system or ALTN control mode operates response.	ther fittings seed 6.0 psi, tem AUTO formally, and
	L AVIATION ADMINIST FT: & ICE ITEM ORS Tire Burst Screen Warning Light System (-100/-200/ -300) Left Main Cabin Door Pressure Stop Fittings 1) Aft Airstair Door and Forward	Tire Burst Screen Warning Light System (-100/-200/ -300) Left Main Cabin Door Pressure Stop Fittings 1) Aft Airstair Door and Forward Entry Door	Tire Burst Screen Warning Light System (-100/-200/-300) Left Main Cabin Door Pressure Stop Fittings 1) Aft Airstair Door and Forward Entry Door	AVIATION ADMINISTRATION T: REV DAT A CONTROL OF THE MINISTRATION C	REVISION NO: 54 DATE: 10/12/2009 8. ICE ITEM 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Tire Burst Screen Warning Light System (-100/-200/-300) System (-100/-200/-300) Left Main Cabin Door Pressure Stop Fittings 1) Aft Airstair Door and Forward Entry Door B - (M)(O) One per door may be broken or m provided: a) There are no visible defects on or for associated door, b) Pressure differential does not excend and condition of associated door, b) Pressure differential does not excend condition of associated door, b) Pressure differential does not excend condition of associated door, b) Pressure differential does not excend condition of associated door, b) Pressure differential does not excend condition of associated door, b) Pressure differential does not excend condition of associated door, b) Pressure differential does not excend condition of associated door, b) Pressure differential does not excend condition of associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door, b) Pressure differential does not excend condition associated door.

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AIRCRA	FI:				REVISION NO: 54 PAG		
B-737 SYSTEM	I &	1.		DAT	DATE: 10/12/2009 52-3		
SEQUEN	ICE ITE		2.	NUMB	ER INSTALLED		
NUMBER	₹			3.	NUMBER REQUIRED FOR DISPATCH		
				0.			
52 - DOC	DRS				4. REMARKS OR EXCEPTIONS		
5.	Left Main Cabin Door Pressure Sto Fittings (Cont'd)	р					
2) Aft Door Without B Airstairs		-	-	 (M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fit for associated door, b) Pressure differential does not exceed 3 and c) Analog cabin pressure control system s control mode operates normally and ST used. 	itings 3.4 psi, standby		
		В	-	-	 (M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fit for associated door, b) Pressure differential does not exceed 3 c) Digital cabin pressure control system A or ALTN control mode operates normal d) Alternate procedures are established a used. 	itings 3.4 psi, JUTO lly, and	
6.	Lower Cargo Doors Pressure Stop Fittings	S					
	1) (All Models)	А	24	22	 (M) Any one may be broken or missing on each or frame provided: a) No defects are visible on other fittings f associated door, b) Cabin pressure controller AUTO mode operates normally, c) Adjacent stop fittings are inspected with flights, and d) Not more than 50 flights are made before completion of repairs or replacements. 	for nin 25	
	2) (-100/-200/-300/ -400/-500/-900)		24	20	(M)(O) Two may be broken or missing on each frame provided airplane is operated in an unpressurized configuration only. (Continued)	door or	

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FEDERA	L AVIATION ADMINIST	RAT	ION		MASTER MINIMUM EQUIPMENT LIST			
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B-737				DAT	E: 10/12/2009 52-4			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMBI	ER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
52 - DOC	ORS				4. REMARKS OR EXCEPTIONS			
6.	Lower Cargo Doors Pressure Stop Fittings (Cont'd)							
	3) (-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121, and 737-26-1122, or production equivalent)	С	24	20	(M)(O) Two may be broken or missing on each door or frame provided airplane is operated in an unpressurized configuration only.			
	4) (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121, and 737-26-1122, or production equivalent)	С	24	20	 (M)(O) Two may be broken or missing on each door or frame provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. 			
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.			
7.	Entry/Service Door Hold-Open Latch Assemblies	С	-	0	May be inoperative for all-cargo operations.			
	Latch Release Lever	С	-	0				
8.	Flight Deck Door Lock System (Not 14 CFR 25.795 Compliant)	С	1	0	(M) May be inoperative provided: a) Door lock solenoid is deactivated in locked position, and b) Door is verified to lock and unlock manually.			
		С	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.			
		D	1	0	May be inoperative provided all-cargo operations are being conducted.			

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AIRCRAFT:			
B-737 SYSTEM &	l. ₀	DAT	E: 10/12/2009 52-5
SEQUENCE ITEM NUMBER	2.	NUMB	ER INSTALLED
		3.	NUMBER REQUIRED FOR DISPATCH
52 - DOORS			4. REMARKS OR EXCEPTIONS
9. Lower Cargo Doors Door Balance Mechanism	C 2	0	(M) May be inoperative provided a safety hold open device is used when door is in open position.
10. Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)			
1) Latch Pin, Latch Base and Lower Jamb Latch Fitting	A 8	7	 (M)(O) One may be broken or missing from main cargo door provided: a) A visual check is made before departure to ensure no defects are visible on other latch bases, pins or lower jamb latch fittings, b) Latch pin and latch base of damaged latch does not interfere with continuous safe operation of remaining latches and pins, c) Flight is conducted in unpressurized configuration, d) Procedures are established and used to ensure main and lower lobe cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. e) Repairs are made within two flight days. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.
Hydraulic Cylinder Latching Mechanism	B 2	1	(M) One may be inoperative provided remaining latch cylinder is operative through gear box.
	C 2	0	(M) May be inoperative provided door may be latched and unlatched manually.
Hydraulic System Control Valve	B 1	0	(M) May be inoperative provided door may be locked and unlocked manually.
4) Lifting Actuator Assembly	B 2	0	(M) May be inoperative provided door is verified latched and locked.(Continued)

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AIRCRA	FI:			REVISION NO: 54			54	PAGE:		
B-737	I &	1.		DAT	E:	10/12/2009		52-6		
SEQUEN NUMBER	ICE ITEM	1.	2.	NUMBE	NUMBER INSTALLED					
				3. I	NUMBER REQUIRE	ED FOR DISPAT	СН			
52 - DOC	DRS				4. REMARKS	OR EXCEPTIO	NS			
10.	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)(Cont'd)									
	5) Double Piloted Check Valve	В	1	0	(M) May be inoper and unlocked mar		oor may be I	ocked		
	6) Lock, Lock Mount and Locking Fittings	Α	2	1	lock mour	ne inoperative pro s are visible on re nt of associated d re made within tw	emaining loc oor, and			
	7) Sequence Valves	В	2	0	(M) May be inoper latched and locked		oor is verifie	d		
	8) Priority Valve	В	1	0	(M) May be inoper latched and locked		oor is verifie	d		
	9) Hydraulic Lock Actuators	С	2	0	(M) May be inoper unlocked and unla		oor can be			
11.	Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC SA2969SO)	С	1	0	(M) May be inoper latched, and locke			l,		
12.	Main Cargo Door Hydraulic Hand Pump (PEMCO F, QC and COMBI models only)	С	1	0	(M) May be inoper	rative.				

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: B-737 REVISION NO: DATE: 10/12/2009 52-7 SYSTEM & SEQUENCE ITEM NUMBER 1. SEQUENCE OF Manual Mode (-200C and STC SA2969SO) C C - 0 (M) May be inoperative provided remaining mode operates normally. 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 13. Main Cargo Door Lift/Operating Systems 1) Electric and/or Manual Mode (-200C and STC SA2969SO) C C - 0 (M) May be inoperative provided door is verified to operate normally. 2) Electric Mode (-700C) 3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST01961SE) 3) Hydroelectric ST01566LA and ST01961SE) 4) C 2 0 (M) May be inoperative provided remaining mode operates normally. 4) One may be inoperative provided manual mode is verified to operate normally. 5) One may be inoperative provided door is verified operates normally. 6) One may be inoperative provided remaining mode operates normally. 1) One may be inoperative provided door is verified closed, latched and locked before each departure. 2) Electric Mode (-700C) 3) Hydroelectric and/or Manual Mode (STC's ST01566LA and ST01961SE) 4) One may be inoperative provided door is verified closed, latched and locked before each departure. 4) One may be inoperative provided door is verified closed, latched and locked before each departure. 4) May be inoperative provided cargo compartment remains empty. 5) May be inoperative provided: 6) Data in the provided cargo compartment remains empty. 6) May be inoperative provided: 8) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi. (Continued)	U.S. DEPARTMENT OF TRANSPORTATION									
AIRCRAFT: B-737 SYSTEM & SEQUENCE ITEM NUMBER 13.										
SYSTEM & SEQUENCE NUMBER 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 13. Main Cargo Door Lift/Operating Systems 1) Electric and/or Manual Mode (-200C and STC SA2969SO) C - 0 (M) May be inoperative provided door is verified closed and locked before each departure. 2) Electric Mode (-700C) 3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST00287AT, ST0182TLA, and ST01961SE) a) (STC's ST01566LA and ST01961SE) 14. Lower Cargo Doors Hold Open Mechanism/Device 15. Flight Lock System 1 Overwing Exit (-600'-700/-800' -900) 16. (M) (M) Way be inoperative provided door is verified closed, latched and locked before each departure. (M) May be inoperative provided remaining mode operates normally. (M) May be inoperative provided door is verified closed, latched and locked before each departure. (M) May be inoperative provided door is verified closed, latched and locked before each departure. (M) May be inoperative provided Door Balance Mechanism operates normally. (M) May be inoperative provided cargo compartment remains empty. (M) Way be inoperative provided and opened before each departure. (M) (M) Way be inoperative provided and opened before each departure. (M) (M) Way be inoperative provided and opened before each departure. (M) (M) Way be inoperative provided and opened before each departure. (M) (M) Way be inoperative provided: (B) Each affected exit is verified to be capable of being unlatched and opened before each departure, and by A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.			11//1	ION	DEV		1			
SYSTEM & SEQUENCE ITEM 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 13. Main Cargo Door Lift/Operating Systems 1) Electric and/or Manual Mode (-200C and STC SA2969SO) C C - 0 (M) May be inoperative provided remaining mode operates normally. C (M) May be inoperative provided manual mode is verified closed and locked before each departure. 2) Electric Mode C 1 0 (M) May be inoperative provided manual mode is verified to operate normally. 3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01827LA, and ST01961SE) 2 1 One may be inoperative provided remaining mode operates normally. 3) (STC's ST01566LA and ST01961SE) 2 0 (M) May be inoperative provided door is verified closed, latched and locked before each departure. 4. Lower Cargo Doors C 2 0 (M) May be inoperative provided door is verified closed, latched and locked before each departure. 4. Lower Cargo Doors C 2 0 (M) May be inoperative provided Door Balance Mechanism/Device C 2 0 (M) May be inoperative provided cargo compartment remains empty. 4. Each affected exit is verified to be capable of being unlatched and opened before each departure, and 0) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.		ri:								
SEQUENCE NUMBER SEQUENCE SE	_	I &	1			DATE: 10/12/2009 52-7				
3. NUMBER REQUIRED FOR DISPATCH 13. Main Cargo Door Lift/Operating Systems 1) Electric and/or Manual Mode (-200C and STC SA2969SO) C - 0 (M) May be inoperative provided remaining mode operates normally. 2) Electric Mode C - 1 0 (M) May be inoperative provided manual mode is verified closed and locked before each departure. 2) Electric Mode C - 1 0 (M) May be inoperative provided manual mode is verified to operate normally. 3) Hydroelectric and/or Manual Mode (STC's ST01566LA ST00287AT, ST01827LA, and ST01961SE) a) (STC's ST01867LA and ST01961SE) 1) (STC's ST01566LA and ST01961SE) 1) (STC's ST01666LA and ST01961SE) 1) (STC's ST01666LA and ST01961SE) 1) (STC's ST01666LA and ST01961SE) 1) (M) (M) Way be inoperative provided door is verified closed, latched and locked before each departure. (M) May be inoperative provided Door Balance Mechanism operates normally. May be inoperative provided cargo compartment remains empty. 15. Flight Lock System 1) Overwing Exit (-(600'-7000'-800') -900) (M) (M) (O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.	SEQUENCE ITEM			2.	NUMB	ER INSTALLED				
13. Main Cargo Door Lift/Operating Systems 1) Electric and/or Manual Mode (-200C and STC SA2969SO) C - 0 (M) May be inoperative provided remaining mode operates normally. 2) Electric Mode (-700C) 3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01827LA, and ST01961SE) a) (STC's ST01566LA and ST01961SE) 14. Lower Cargo Doors Hold Open Mechanism/Device 15. Flight Lock System 1) Overwing Exit (-600' -700/-800' -900) 4. REMARKS OR EXCEPTIONS 5. C 2. D. May be inoperative provided remaining mode operates normally. 6. C 2. D. (M) May be inoperative provided door is verified closed, latched and locked before each departure. 6. May be inoperative provided Door Balance Mechanism operates normally. 7. May be inoperative provided cargo compartment remains empty. 8. REMARKS OR EXCEPTIONS 15. Plectric and/or Manual be inoperative provided remaining mode operates normally. 9. May be inoperative provided cargo compartment remains empty. 15. Flight Lock System 10. Overwing Exit (-600' -700/-800' -900) 15. Plight Lock System 17. Overwing Exit (-600' -700/-800' -900) 18. REMARKS OR EXCEPTIONS 19. One may be inoperative provided remaining mode operates normally. 19. May be inoperative provided cargo compartment remains empty. 19. My be inoperative provided cargo compartment remains empty. 10. May be inoperative provided cargo compartment remains empty.	NUMBE			2	NUMBER REQUIRED FOR DISPATCH					
13. Main Cargo Door Lift/Operating Systems 1) Electric and/or Manual Mode (-200C and STC SA2969SO) C - 0 (M) May be inoperative provided remaining mode operates normally. 2) Electric Mode (-700C) 3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01827LA, and ST01961SE) a) (STC's ST01566LA and ST01961SE) 14. Lower Cargo Doors Hold Open Mechanism/Device C 2 0 (M) May be inoperative provided door is verified closed, latched and locked before each departure. (M) May be inoperative provided remaining mode operates normally. (M) May be inoperative provided remaining mode operates normally. (M) May be inoperative provided door is verified closed, latched and locked before each departure. (M) May be inoperative provided door is verified closed, latched and locked before each departure. (M) May be inoperative provided Door Balance Mechanism/Device (M) May be inoperative provided Door Balance Mechanism operates normally. (M) May be inoperative provided cargo compartment remains empty. (M) (M) May be inoperative provided Door Balance Mechanism operates normally. (M) Way be inoperative provided Door Balance Mechanism operates normally. (M) Ap a be inoperative provided Door Balance Mechanism operates normally. (M) Ap a be inoperative provided Door Balance Mechanism sempty.					ა.	MOMBER REQUIRED FOR DISPATCH				
Lift/Operating Systems 1) Electric and/or Manual Mode (-200C and STC SA2969SO) C - 0 (M) May be inoperative provided door is verified closed and locked before each departure. 2) Electric Mode (-700C) 3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01827LA, and ST01961SE) a) (STC's C 2 0 (M) May be inoperative provided manual mode is verified to operate normally. 4) Cone may be inoperative provided remaining mode operates normally. One may be inoperative provided remaining mode operates normally. One may be inoperative provided operative provided remaining mode operates normally. One may be inoperative provided remaining mode operates normally. (M) May be inoperative provided door is verified closed, latched and locked before each departure. May be inoperative provided Door Balance Mechanism/Device C 2 0 (M) May be inoperative provided cargo compartment remains empty. May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.	52 - DOC	DRS				4. REMARKS OR EXCEPTIONS				
Manual Mode (-200C and STC SA2969SO) C - 0 (M) May be inoperative provided door is verified closed and locked before each departure. 2) Electric Mode (-700C) 3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST01566LA, ST01961SE) a) (STC's ST01566LA and ST01961SE) 14. Lower Cargo Doors Hold Open Mechanism/Device C 2 0 (M) May be inoperative provided door is verified closed, latched and locked before each departure. (M) May be inoperative provided remaining mode operates normally. (M) May be inoperative provided door is verified closed, latched and locked before each departure. (M) May be inoperative provided Door Balance Mechanism operates normally. (M) May be inoperative provided Door Balance Mechanism operates normally. (M) May be inoperative provided cargo compartment remains empty. (M) May be inoperative provided cargo compartment remains empty. (M) May be inoperative provided cargo compartment remains empty.	13.	Lift/Operating								
C - 0 (M) May be inoperative provided door is verified closed and locked before each departure. 2) Electric Mode (-700C) 3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01287LA, and ST01961SE) a) (STC's C ST01566LA and ST01961SE) 4) (STC's ST01666LA and ST01961SE) 4) Lower Cargo Doors Hold Open Mechanism/Device C 2 0 (M) May be inoperative provided door is verified closed, latched and locked before each departure. May be inoperative provided Door Balance Mechanism operates normally. May be inoperative provided Door Balance Mechanism operates normally. May be inoperative provided Door Balance Mechanism operates normally. May be inoperative provided cargo compartment remains empty. 15. Flight Lock System 1) Overwing Exit (-600/-700/-800/-900) -900) (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.		Manual Mode (-200C and STC	С	-	1		mode			
(-700C) 3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01827LA, and ST01961SE) a) (STC's ST01566LA and ST01961SE) a) (STC's ST01566LA and ST01961SE) 4. Lower Cargo Doors Hold Open Mechanism/Device C 2 0 (M) May be inoperative provided door is verified closed, latched and locked before each departure. Mechanism operates normally. May be inoperative provided Door Balance Mechanism operates normally. May be inoperative provided cargo compartment remains empty. 15. Flight Lock System 1) Overwing Exit (-600/-700/-800/-900) (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.		3A29093O)	С	-	0		ïed			
and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01827LA, and ST01961SE) a) (STC's C ST01566LA and ST01961SE) 4. Lower Cargo Doors Hold Open Mechanism/Device C 2 0 (M) May be inoperative provided door is verified closed, latched and locked before each departure. May be inoperative provided Door Balance Mechanism operates normally. May be inoperative provided cargo compartment remains empty. 15. Flight Lock System 1) Overwing Exit (-600/ -700/-800/ -900) (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.		•	С	1	0		de is			
ST01566LA and ST01961SE) 14. Lower Cargo Doors Hold Open Mechanism/Device C 2 0 (M) May be inoperative provided Door Balance Mechanism operates normally. May be inoperative provided cargo compartment remains empty. 15. Flight Lock System 1) Overwing Exit (-600/-700/-800/-900) (M)(O) May be inoperative provided: (a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.		and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01827LA, and	С	2	1		mode			
Hold Open Mechanism/Device C D Mechanism operates normally. May be inoperative provided cargo compartment remains empty. 15. Flight Lock System 1) Overwing Exit (-600/ -700/-800/ -900) (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.		ST01566LA and	С	2	0					
C 2 0 May be inoperative provided cargo compartment remains empty. 15. Flight Lock System 1) Overwing Exit (-600/ -700/-800/ -900) C - 0 (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.		Hold Open	С	2	0		ce			
1) Overwing Exit C (-600/ -700/-800/ -900) -900) (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.		wechanism/Device	С	2	0		nent			
(-600/ -700/-800/ -900) a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.	15.	Flight Lock System								
		(-600/ -700/-800/	С	-	0	 a) Each affected exit is verified to be cabeing unlatched and opened before departure, and b) A person employed by operator is deto remain seated in passenger seat affected exit when cabin differential pis less than 4.0 psi. 	each esignated nearest			

U.S. DEPARTMENT OF TRANSPORTATION										
FEDERA	L AVIATION AD	MINISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:			REV	ISION NO: 54 PAGE:					
B-737				DAT	E: 10/12/2009 52-8					
SYSTEM & 1. SEQUENCE ITEM			2.	NUMB	ER INSTALLED					
NUMBER	₹			3.	NUMBER REQUIRED FOR DISPATCH					
52 - DOC	RS				4. REMARKS OR EXCEPTIONS					
15.	Flight Lock Sys (Cont'd)	stem								
***	2) Mid Exit (-900ER)	С	-	0	 (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi. 					
16. Main Cabin Exit/ C Slide (All Cargo Configuration)			-	0	All doors/slides in cargo area except L1/R1 may be inoperative or slide missing without restriction.					
	Comiguration)	В	-	1	L1 may be inoperative or slide missing provided R1 operates normally.					
		В	-	1	R1 may be inoperative or slide missing provided L1 operates normally.					
		В		0	May be inoperative or slide missing provided: a) Only essential crew members including official observer(s) in observer seat(s) are allowed on the flight, and b) An alternate means of egress is available.					

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FEDE	RAL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCF	RAFT:			REV	VISION NO: 54 PAGE:				
B-737		_		DATE: 10/12/2009 52-9					
SYSTEM & 1. SEQUENCE ITEM NUMBER		1.	2.	NUMB	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
52 - DOORS					4. REMARKS OR EXCEPTIONS				
17. ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	c	1	0	 (M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock door, c) Alternate procedures are established and used for locking and unlocking door using dead bolt. 				
	Flight Deck Access Panel System (Keypad, Door Chime)	С	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used				
	a) LEDs	С	3	0	(O) May be inoperative provided alternate procedures are established and used.				
***	b) Door Bell Mode	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
	c) Switch Guard	С	1	0	May be inoperative or missing provided flight deck door LOCK FAIL light operates normally.				
	Flight Deck Door LOCK FAIL Light	С	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.				
	 Flight Deck Door AUTO UNLK Light 	С	1	0	 (M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally. 				
	Fight Deck Door Lock Control Selector	С	1	0	 (M)(O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used. 				
	5) Flight Deck Door Pressure Relief Panels				Item moved to 52-20, Revision 46.				
18. ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (14 CFR 25.795 Compliant)	С	1	0	May be inoperative provided automatic lock controls operate normally.				

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	L AVIATION ADMINIST	_	_	•	MASTER MINIMUM I	OUIPMEN	JT LIST
AIRCRA				RFV	REVISION NO : 54 PAGE		
B-737	• • •				DATE: 10/12/2009 52-10		
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.		ER INSTALLED		
HOWBEI	`			3. I	NUMBER REQUIRED FOR DISPATO	СН	
52 - DOC	DRS				4. REMARKS OR EXCEPTION	NS	
19.	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	C	1	0	 (M)(O) May be inoperative provided a) Automatic locking system is b) Mechanical Catch (Latch) F normally and is used to lock c) Alternate procedures are es used for locking and unlock using Mechanical Catch (Laternate Procedures are es 	deactivate in operates door, and stablished a ing flight de	and
	Door Automatic Locking Solenoid	С	2	1	(M) One may be inoperative provide locking solenoid operates normally.	ed remainin	g
	Door Warning System						
***	a) Speakers	С	2	1	(M)(O) One may be inoperative pro- speaker is verified to operate norma flight day.		
***	b) LED (Green Indicator Light)	С	2	0			
***	c) Aural Warning System	С	1	0	 (M)(O) May be inoperative provided a) AUTO UNLK Light is verified normally, and b) Alternate procedures are esused. 	d to operate	
	3) Door Control Panel						
***	a) Door LOCK FAIL Light	С	1	0	(M) May be inoperative OFF provide controls are verified to operate norm		ic lock
***	b) Door AUTO UNLK Light	С	1	0	 (M)(O) May be inoperative OFF pro a) Automatic lock controls are normally, b) Aural Warning system oper c) Alternate procedures are esused. 	verified to ates norma	illy, and
***	c) Door HARD LOCK Light	С	1	0	 (M)(O) May be inoperative provided a) Automatic lock controls are normally, and b) Alternate procedures are esused. 	verified to	•

U.S. DE	PARTMENT OF TRANS	PORT	ΓΑΤΙΟΙ	N			
FEDERA	AL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST		
AIRCRA	AFT:			REV	REVISION NO: 54 PAGE:		
B-737	B-737				E: 10/12/2009 52-11		
SYSTEM SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH		
52 - DO	ORS				4. REMARKS OR EXCEPTIONS		
19. ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)	I,					
***	Panel (Cont'd) d) Door UNLKD Switch/UNLK Switch Position	С	1	0	 (M)(O) May be inoperative provided: a) Door can be opened manually from flight deck, b) Remaining automatic lock controls are verified to operate normally, and c) Alternate procedures are established and used. 		
***	e) Door UNLKD Light	С	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Aural warning system operates normally.		
	f) Door EMRG ENTRY ACTIVE Light	С	1	0	(M) May be inoperative provided door aural warning system is verified to operate normally.		
	g) Door OPEN Light	С	1	0	(M)(O) May be inoperative provided Automatic Lock controls are verified to operate normally.		
	4) FLIGHT DECK DOOR Warning/ Caution Light	С	1	0			
***	5) Cabin Pushbutton Entry Pad/Keypad	С	1	0	(O) May be inoperative provided alternate procedures are established and used.		
	a) Keypad Indicator Lights	С	3	0	(M)(O) May be inoperative provided: a) Keypad is verified to operate normally, and b) Alternate procedures are established and used.		

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	PARTMENT OF TRANS			N			IT 1 10T			
	L AVIATION ADMINIST	KATI	UN		MASTER MINIMUM I	+				
AIRCRA	FT:				REVISION NO: 54 PA					
B-737				DATE: 10/12/2009			52-12			
SYSTEM SEQUEN NUMBER	ITEM	1.	2.	NUMBI	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATO	СН				
52 - DOO	DRS				4. REMARKS OR EXCEPTION	NS				
20.	Flight Deck Door Pressure Relief Panels	ļ								
***	1) JAMCO Flight Deck Security Door Pressure Relief Latches (14 CFR 25.795 Compliant)	Α	3	0	May be inoperative in latched positi- repairs are made within two flight da		I			
***	2) Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR 25.795 Compliant)	Α	2	0	May be inoperative provided: a) Panels are in latched position b) Repairs are made within two		S.			
21.	JAMCO Flight Deck Security Door Mechanical Catch Pin Lock (14 CFR 25.795 Compliant)	С	1	0	(M) May be inoperative provided au system is verified to operate normal		K			
22. ***	Flight Deck Door Hold Open Device (e.g. Door Stop, Foot Plunger, etc.)	D	1	0						
23.	Flight Deck Door Viewing Port	Α	1	0	(O) May be inoperative provided:a) Alternate procedures are esused.b) Repairs are made within the					
		С	1	0	(O) May be inoperative provided: a) An electronic flight deck door very system is installed and operated b) Alternate procedures are established.	es normally,	and			
	All Cargo Configuration	С	1	0	May be inoperative provided courier compartment remains empty.	/supernume	erary			
		D	1	0	May be inoperative provided proced its use.	ures do not	require			

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FEDER	AL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIS	т		
AIRCR	AFT:			REV	REVISION NO: 54a PAGE:			
B-737				DAT	E: 05/12/2010 73	3-1		
SYSTEM & 1. SEQUENCE ITEM NUMBER			2.	NUMB	ER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
73 - EN	IGINE FUEL & CONTROI	L			4. REMARKS OR EXCEPTIONS			
1.	Fuel Heater Timers (-100/-200)	С	2	1	(O) One may be inoperative provided associated fue heater VALVE OPEN light operates normally.	ı		
2.	Fuel Heater Valves (-100/-200)	С	2	0	(M)(O) May be inoperative closed provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).			
3. Fuel Heater VALVE OPEN Lights (-100/-200)		С	2	0	(M) May be inoperative provided valve is verified to operate normally before each departure.			
	200)	С	2	0	(O) May be inoperative provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).			
4.	Fuel Filter Differential Pressure Warning Systems							
	1) (-100/-200)	С	2	1	(O) May be inoperative provided fuel heater system checked to operate normally.	is		
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1	(M) May be inoperative provided malfunction is verified to be in warning system.			
5.	Fuel Flow Indication Systems	С	2	1	One may be inoperative provided: a) N1, N2 for associated engine operate normally, and b) Both main tank fuel quantity indicators opera normally.	te		
6. ***	Fuel Used Indicators	С	2	0				
7.	Power Management Control (PMC) Systems (-300/ -400/-500)	С	2	0	(O) May be inoperative provided:a) Both PMC's remain OFF, andb) AFM Appendix performance adjustments are applied.	Э		
8.	Power Management Control (PMC) INOP Lights (-300/ -400/-500)	С	2	0	(O) May be inoperative provided:a) Both PMC's remain OFF, andb) AFM Appendix performance adjustments are applied.	;		
9.	Low Idle Altitude Switch (-400)				DELETED in Revision 30.			

U.S. DEPARTMENT OF TRANSPORTATION										
	FEDERAL AVIATION ADMINISTRATION MASTER MINIMUM EQUIPMENT LIST									
		KAII	ON	DEV						
AIRCRA	ri:				REVISION NO: 54a PAG					
B-737 SYSTEM	2.	1.		DAT	DATE: 05/12/2010 73-2					
SEQUEN NUMBER	ICE ITEM	••	2.	NUMB	ER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
73 - ENG	INE FUEL & CONTROL				4. REMARKS OR EXCEPTIONS					
10.	Fuel Control ENG VALVE CLOSED Indicating System (-600/-700/-800/ -900)	С	2	0	(M) May be inoperative provided associated valverified to operate normally.	ve is				
11.	Electronic Engine Control (EEC) (-600/-700/-800/ -900)									
	1) Normal (ON) Mode	С	2	0	 (O) May be inoperative provided: a) Both engines are operated in ALTERNA mode, b) Strut/Wing leading edge over-braided we bundles are installed per Boeing Service Bulletin or production equivalent, and c) Applicable AFM performance adjustment applied. 	vire e				
12.	Electronic Engine Control (EEC) Alternate Power Supply System (-600/-700/-800/ -900)	A	4	3	(M) May be inoperative deactivated provided repare made in accordance with the times establish Boeing Maintenance Planning Data document, D626A001, Section 1, Items 73-020-01 and 73-02.	ned in				

U.S. DEPARTMENT OF	TRANSPOR	TATIOI	N						
FEDERAL AVIATION AD	MINISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:			REV	REVISION NO: 52 PA					
B-737		_	DAT	E: 04/29/2008	74-1				
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMB	ER INSTALLED					
NOBER			3.	NUMBER REQUIRED FOR DISPATCH					
74 - ENGINE IGNITION				4. REMARKS OR EXCEPTIONS					
1. Ignition Syster	ns		İ						
1) (-100/-200)									
a) High En System 20 Joule	(Twin	4	2	Except for ER operations, left igniter may be inoperative on each engine.					
b) Low Energy C System (4 Joule)		2	0	(O) May be inoperative provided switching is available to permit selection of operative high energy system for continuous ignition.					
2) (-300/-400/- -600/-700/- -900)									
a) Left Igni Systems		2	1	One may be inoperative provided: a) Ignition Select Switch remains in BOT position, and b) Right ignition systems operate normal					
	С	2	0	 (O) Except for ER operations, may be inoperal provided: a) Ignition Select Switch remains in BOT position, and b) Associated engine right ignition system operates normally. 	Н				
b) Right Igr Systems		2	1	 (M)(O) One may be inoperative provided: a) Ignition Select Switch remains in BOT position, b) Left ignition systems operate normally c) Associated engine left igniter is connected and acceptable configuration. 	, and				
	С	2	0	 (M)(O) Except for ER operations, may be inopprovided: a) Ignition Select Switch remains in BOT position, b) Associated engine left ignition systems operate normally, and c) Associated engine left igniter is conne AC Standby Bus by an acceptable configuration. 	H				

AIRCRAFT:					MASTER MINIMUM EQUIPMENT LIST REVISION NO: 52 PAGE				
B-737					E: 04/29/2008	75-1			
SYSTE	M &	1.	2			751			
SEQUE NUMBI			2.	NUME	BER INSTALLED				
1011121				3.	NUMBER REQUIRED FOR DISPATCH				
75 – BL	EED AIR				4. REMARKS OR EXCEPTIONS				
1.	Gravel Protection System (-100/-200)	D	1	0	(M) Valves may be inoperative closed provi operations do not require its use.	ded			
2.	High Pressure Turbine Clearance Control (HPTCC) Timer(s) (-300/ -400/-500)	С	2	0	(M) May be inoperative provided system(s) deactivated.	are			

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FEDERA	L AVIATION ADMINIS	TRATI	ON	i	MASTER MINIMUM EQUIPMENT LIST REVISION NO: 52 PAGE:				
AIRCRA	FT:			REV	REVISION NO: 52				
B-737		-		DAT	DATE: 04/29/2008 77-1				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
77 - ENG	SINE INDICATING				4. REMARKS OR EXCEPTIONS				
1.	Engine Pressure Ratio Systems (-100/-200)								
	1) Digital Counters	С	2	0					
	2) EPR Reference Selectors	С	2	1					
2.	N1 Tachometers								
	1) (-100/-200)	В	2	1	(O) One may be inoperative provided N2 and f indicator for associated engine operate normal				
***	a) Digital Counters	В	2	0	NOTE: An indicator with an operating pointer is considered to operate normally.	S			
	2) (-300/-400/-500/ -600/-700/-800/ -900)								
	a) Digital Counters	В	2	0	(O) Except for EIS/CDS equipped airplanes, m inoperative provided autothrottle is used for take thrust setting.				
					NOTE: An indicator with an operating pointer i considered to operate normally.	S			
	b) Reference N1 Bugs	С	2	1					
	c) Manual Set Indication	С	2	0					
***	3) N1 Warning Lights (-100/ -200/-300/-400/ -500)	В	2	0	May be inoperative provided associated N1 po operates normally.	inter			
3.	N2 Tachometers								
	1) (-100/-200)	В	2	1	(O) One may be inoperative provided: a) N1 and fuel flow indicators for associate engine operate normally, and b) An alternate starting procedure is estated and used.				
					(Continue)				

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FEDERA	AL AVIATION ADMINIST	ΓRAΤΙ	ON		MASTER MINIMUM EQUIPMENT LIST		
AIRCRA	.FT:			REV	ISION NO: 52 PAGI	 E:	
B-737				DAT	E: 04/29/2008 77-2	2	
SYSTEN SEQUEN NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED		
HOMBE	···			3.	NUMBER REQUIRED FOR DISPATCH		
77 - ENC	SINE INDICATING				4. REMARKS OR EXCEPTIONS		
3.	N2 Tachometers (Cont'd)						
2) (-300/-400/-500) B		В	2	1	 (O) One may be inoperative provided: a) N1 and fuel flow indicators for associated engine operate normally, b) An alternate starting procedure is established and used, and c) Engine #1 N2 tach generator operates normally. 		
***	*** 3) Digital Counters C		2	0	May be inoperative except for EIS/CDS equipped airplanes.		
					NOTE: An indicator with an operating pointer is considered to operate normally.		
***	4) N2 Warning Lights (-100/ -200/-300/-400/ -500)	В	2	0	May be inoperative provided associated N2 pointer operates normally.		
4.	Fuel Flow Meters				MOVED to Item 73-5 prior to Revision 30.		
5.	Vibration Indicating Systems						
***	1) (-100/-200)	С	2	0			
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1			
6.	EGT Indications						
***	1) Digital Counters	С	2	0	May be inoperative except for EIS/CDS equipped airplanes.		
***	2) EGT Warning Lights (-100/ -200/-300/-400/	С	2	0	May be inoperative provided associated EGT pointer operates normally.		
7.	EPR Computer				MOVED to Item 34-41 in Revision 30.		
8.	Fuel Used Indicators				MOVED to Item 73-6 prior to Revision 30.		
4. 5. *** 6. *** 7.	Lights (-100/ -200/-300/-400/ -500) Fuel Flow Meters Vibration Indicating Systems 1) (-100/-200) 2) (-300/-400/-500/ -600/-700/-800/ -900) EGT Indications 1) Digital Counters 2) EGT Warning Lights (-100/ -200/-300/-400/ -500) EPR Computer Fuel Used	O O O	2 2	0 1	MOVED to Item 73-5 prior to Revision 30. May be inoperative except for EIS/CDS equipped airplanes. May be inoperative provided associated EGT pointed operates normally. MOVED to Item 34-41 in Revision 30.	r	

AIRCRAFT: BREVISION NO: DATE: 04/29/2008 52 PAGE: DATE: 04/29/2008 77-3 SYSTEM & SEQUENCE NUMBER 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 9. Abnormal Start Indication Systems (-300/-400/-500/-900) 10. LOW IDLE Light (-300/-400/-500) 10. LOW ID	J.S. DEPARTMENT OF TRANS			N	MACTED MINIMUM EQUIDMENT : :OT
SYSTEM & SEQUENCE ITEM NUMBER INSTALLED 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 9. Abnormal Start Indication Systems (-300/-400/-500/-600/-700/-800/-900) 10. LOW IDLE Light (-300/-400/-500) 10. LOW IDLE Light (-300/-400/-500) 10. B 1 0 (M) May be inoperative provided:		IRAII	ION	DEV	· · · · · · · · · · · · · · · · · · ·
SYSTEM & SEQUENCE NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 9. Abnormal Start Indication Systems (-300/-400/-500/-600/-700/-800/-900) 10. LOW IDLE Light (-300/-400/-500) 10. LOW IDLE Light (-300/-400/-500) 10. Bystem is verified to operate normally, and b) Both engines installed are "modified" engines (Boeing SB 737-77-1031or production					
3. NUMBER REQUIRED FOR DISPATCH 77 - ENGINE INDICATING 9. Abnormal Start C Indication Systems (-300/-400/-500/-600/-700/-800/-900) 10. LOW IDLE Light (-300/-400/-500) 10. LOW IDLE Light (-300/-400/-500) 10. B 1 0 (M) May be inoperative provided: a) Engine idle control system is verified to operate normally, and b) Both engines installed are "modified" engines (Boeing SB 737-77-1031or production		1.			I
3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 9. Abnormal Start Indication Systems (-300/-400/-500/-600/-700/-800/-900) 10. LOW IDLE Light (-300/-400/-500) 10. B 1 0 (M) May be inoperative provided:			۷.	NOIVIE	SER INSTALLED
9. Abnormal Start C 2 0 **** Indication Systems (-300/-400/-500/ -600/-700/-800/ -900) 10. LOW IDLE Light (-300/-400/-500) B 1 0 (M) May be inoperative provided: a) Engine idle control system is verified to operate normally, and b) Both engines installed are "modified" engines (Boeing SB 737-77-1031or production			-	3.	NUMBER REQUIRED FOR DISPATCH
Indication Systems (-300/-400/-500/ -600/-700/-800/ -900) 10. LOW IDLE Light B (-300/-400/-500) (-300/-400/-500) B 1 0 (M) May be inoperative provided: a) Engine idle control system is verified to operate normally, and b) Both engines installed are "modified" engines (Boeing SB 737-77-1031or production	77 - ENGINE INDICATING				4. REMARKS OR EXCEPTIONS
(-300/-400/-500) a) Engine idle control system is verified to operate normally, and b) Both engines installed are "modified" engines (Boeing SB 737-77-1031or production	'** Indication Systems (-300/-400/-500/ -600/-700/-800/	С	2	0	
	10. LOW IDLE Light	В	1	0	 a) Engine idle control system is verified to operate normally, and b) Both engines installed are "modified" engines (Boeing SB 737-77-1031or production

	AL AVIATION ADMINIST		· · ·		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	NFT:			REVISION NO: 55					
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SYSTEN SEQUEI NUMBE	NCE ITEM	1.	2.	NUME	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
78 - ENG	GINE EXHAUST				4. REMARKS OR EXCEPTIONS				
1.	Thrust Reverser Systems								
	1) (-100/-200)	С	2	1	(M)(O) One may be inoperative provided thrust reverser is deactivated and secured closed.				
		С	2	1	 (M)(O) One may be inoperative provided: a) Thrust reverser guide carriage is verified to be in over-center (forward thrust) position, and b) Override System is armed only after landing. 				
					NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.				
	2) (-300/-400/-500)	С	2	1	(M)(O) One may be inoperative provided thrust reverser is locked in forward thrust position.				
	3) (-600/-700/-800/ -900)	С	2	1	 (M)(O) One may be inoperative provided: a) Thrust reverser is locked in forward thrust position, and b) Appropriate performance adjustments are applied. 				
	REVERSER UNLOCKED Lights (-100/-200/-300/ -400/-500/)	С	2	1	(M) One may be inoperative provided reverser is locked in closed (forward thrust) position.				
	400/ 000//				NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.				
	Thrust Reverser In Transit Lights				DELETED in Revision 30.				
!. **	Thrust REVERSER ARMED Light(s) (-100/-200)	С	-	0	(M) May be inoperative provided lights are deactivated.				
	·				NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.				
5.	Thrust Reverser Override Switches (-100/-200)	С	2	1	One may be inoperative for an associated inoperative thrust reverser.				
	(100/200)				NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.				

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	L AVIATION ADMINIS	SIRAII	ON	MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:				ISION NO :	0.4/0.0/0.04.4	55	PAGE:	
B-737				DAT	<u>E:</u>	04/22/2011		78-2	
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLE	D			
				3.	NUMBER REG	UIRED FOR DISPAT	СН		
78 - ENG	GINE EXHAUST				4. REMA	ARKS OR EXCEPTIO	NS		
6.	Thrust Reverser LOW PRESSURE Light (-100/-200)	С	1	0	charged befo NOTE 1: Rev Sys	noperative provided active each departure. The rerse thrust may not be tem A pressure is lost effected also applies to airples.	e available v	when	
						SA5730NM or ST00		,	
7.	REVERSER Lights (Aft Overhead Panel) (-300/-400/ -500/-600/-700/ -800/-900)	C	2	1	(M) One may	be inoperative provid cked in closed (forwar	ed associat		

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AIRCRA	FI:				ISION NO : 52 PAGE:	1			
B-737 SYSTEM	ı o	1.		DAT	E: 04/29/2008 79-1				
SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
79 - ENG	SINE OIL				4. REMARKS OR EXCEPTIONS				
1.	Oil Quantity Indication Systems	В	2	1	 (M) Except for ER operations, one may be inoperative provided: a) Oil tank is filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated low oil pressure warning system operates normally. 				
***	1) Oil Quantity Indicator Test Switch (-100/ -200/-300/-400/ -500)	С	1	0	 (M) May be inoperative provided: a) Oil tanks are filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Engine low oil pressure warning systems operate normally. 				
2.	Oil Filter Bypass Warning Systems	С	2	1	 (M) One may be inoperative provided: a) Malfunction is in warning system, and b) Oil filter is inspected for presence of contaminants once each flight day. 				
3.	Oil Temperature Indicators				DELETED prior to Revision 27.				
4.	Oil Low Pressure Warning Systems	В	2	0	May be inoperative provided associated oil quantity indication operates normally.				
5.	Oil Pressure Indicators				DELETED prior to Revision 27.				

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AIRCRA	FI:								
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SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
80 - STA	RTING				4. REMARKS OR EXCEPTIONS				
1.	Starter Valve Open Indications								
***	1) (-100/-200)	С	2	0	May be inoperative provided Start Valve Arming System is installed and operating normally.				
	2) (-300/-400/- 500/ -600/-700/-800/ -900)	С	2	1	(O) One may be inoperative provided it is checke after engine start that associated valve is closed.				
2. ***	Engine Starter Auto Cutout								
	1) (-100/-200)	С	2	0	May be inoperative provided: a) Flight crew manually selects Start Switch OFF at 40% N2, and b) Takeoff in icing conditions is not permitted. No. 1 Engine Starter Auto Cutout inoperations.	d with			
	2) (-300/-400/- 500)	С	2	0	May be inoperative provided flight crew manually selects Start Switch OFF at 46% N2.	′			
	3) (-600/-700/-800/ -900)	С	2	0	May be inoperative provided flight crew manually selects Start Switch OFF or AUTO at 55% N2.	<i>'</i>			
3.	Starter Valves								
	1) (-100/-200)	С	2	0	(M)(O) May be inoperative provided alternate sta procedures are established and used.	rting			
	2) (-300/-400/- 500)	С	2	1	 (M)(O) One may be inoperative provided: a) Modified Main Engine Controls or production equivalent have been incorporated, b) Associated start valve light operates normal and c) Manual override start procedures are used 	ally,			
	3) (-600/-700/-800/ -900)	С	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Associated start valve indication operate normally, and b) Manual override start procedures are use				
4. ***	Starter Valve Arming System (-100/-200)	С	1	0	May be inoperative provided Starter Valve Open Lights are installed and operating normally.				